

An aerial photograph of Central Darwin, Northern Territory, taken at sunset. The city is illuminated with warm lights, and the sky is a mix of orange, pink, and blue. The city is situated on a peninsula, with the sea to the west and south. A large, modern building with a curved roof is visible in the foreground. The image is partially covered by a green and blue geometric overlay.

# *Central Darwin* **AREA PLAN**

**DRAFT**



NORTHERN TERRITORY  
**PLANNING  
COMMISSION**

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## GLOSSARY OF TERMS

CDAP	Central Darwin Area Plan
DRLUP	Darwin Regional Land Use Plan
the Master Plan	Darwin City Centre Master Plan
the Planning Scheme	Northern Territory Planning Scheme



# PART ONE: INTRODUCTION



## INTRODUCTION

This Area Plan encompasses the area from Cullen Bay to the Darwin Waterfront, and as far north as the largely undeveloped, Former Tank Farm area located between the old rail corridor and Stuart Park. The Central Darwin Area Plan Study Area map shows this area, which is referred to as “Central Darwin” in this framework.

Central Darwin and the adjacent Darwin Harbour is the place where our city began. George Goyder, the Surveyor-General of South Australia, designed and planned the new northern city around an oblong grid of main streets and laneways now known as the ‘Goyder grid’. Darwin shares this model with some of the most liveable cities across the world. Today the sound planning of 150 years ago provides the enduring foundations for our 21st Century city.

The history of Darwin has informed the preparation of this Area Plan. This Area Plan is underpinned by the Goyder grid of streets and laneways that enable pedestrians to easily move through the city with clear sightlines and means of orientation.

Central Darwin has a history much older than European settlement. This history belongs to the traditional owners of Darwin, the Larrakia (saltwater people), who continue to be visibly engaged in the cultural, economic and political life of Darwin and have a major influence over the growth of the city in the 21st Century.

Central Darwin contains places that are highly valued by the community for the connection they make with our shared histories. From the 19th century buildings of porcelenite stone, to the relics of war and cyclones, and places where no physical remains now exist but hold especially significant meaning, these places are recognised in this framework as focal points for the community. Many of these places contribute to the economy as attractions for visitors and tourists.

This Area Plan recognises the importance of historic and culturally significant places and suggests approaches to preserve and revitalise these places so that they continue to be enjoyed by the Darwin community.



## A Liveable City

For the city to work, people must feel comfortable moving about. Many people now feel the city is too hot.

Recent heat mapping has confirmed that a 'heat island' exists within Central Darwin. Heat island is a term that is applied where urban environments are hotter than their surrounding hinterland. It is a common occurrence for cities particularly in hot or tropical locations. The heat mapping identified very high surface and air temperatures for areas such as Cavenagh Street, the Post Office car park, the Supreme Court car park, and other locations as identified in the image below.

This Area Plan encourages tree planting on private property and along streets. The shade and water evaporating from the leaves of trees significantly decrease the surrounding

temperature. Building design which incorporates planting on structures i.e. roof-top or vertical gardens is also encouraged by this Plan. This approach also has the potential to contribute to the energy of buildings as well as creating micro climates with reduced temperatures.

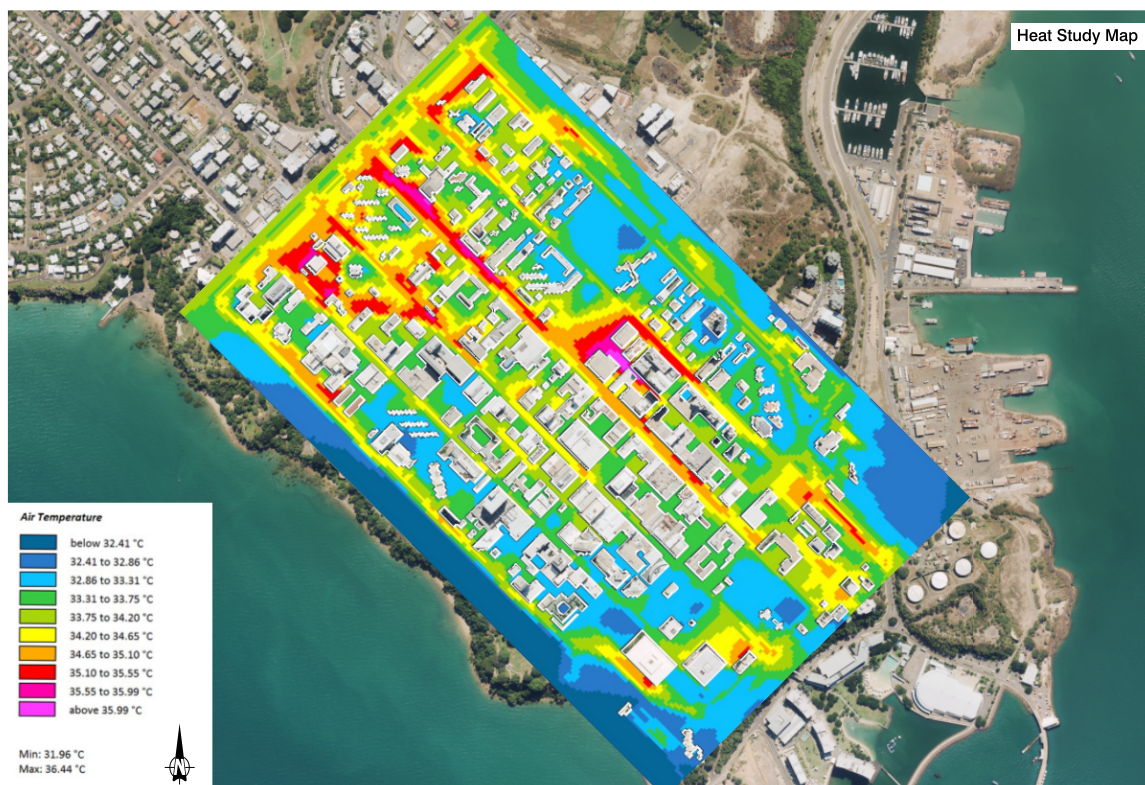
Potential economic benefits are also recognised including energy benefits via reduced need for air conditioning and through creating an environment that people enjoy being in.

This Area Plan recognises the importance of continuous public access to a network of green spaces being maintained, including the Esplanade, foreshore spaces and nearby regional open spaces.

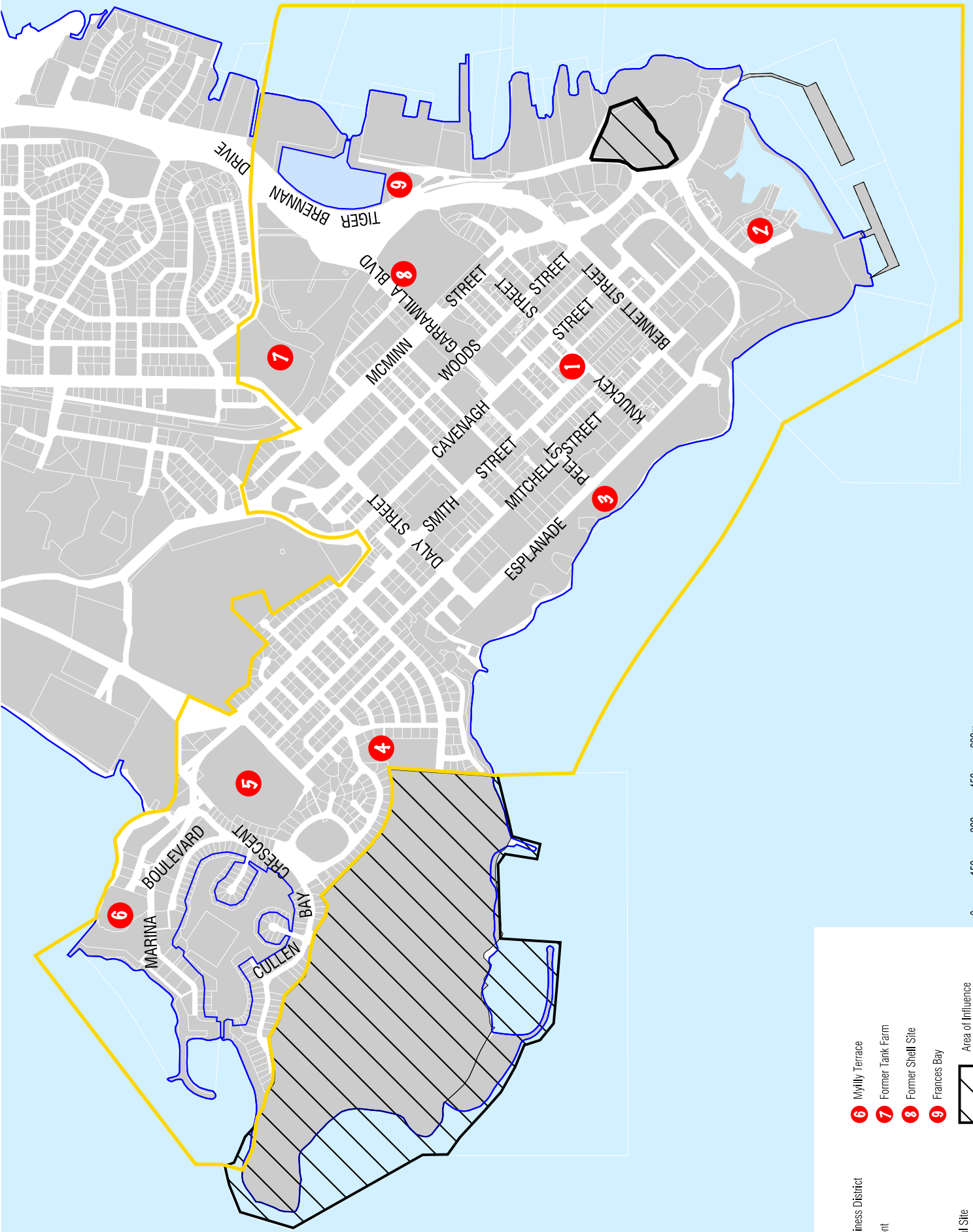
The valuable contribution that performance art, festivals, and cultural activities make to a cosmopolitan Darwin is

recognised by this Area Plan. These activities are encouraged and sustained by objectives and designs that maintain open space that is versatile, and supports formal and informal recreation and public events.


The streets, laneways and arcades within Central Darwin provide an opportunity to create a cohesive city centre with high amenity. This may be achieved by creating engaging experiences that encourage people to visit, stay and spend time within Central Darwin. Recent initiatives such as the Darwin Street Art Festival and the Laneway Series events are successful examples of laneway spaces being revitalised to make an interesting contribution to the character of the city.



# Central Darwin Area Plan Study Area



## Legend

- 1** The Central Business District
- 2** Darwin Waterfront
- 3** The Esplanade
- 4** Larrakeyah
- 5** The Old Hospital Site
- 6** Myilly Terrace
- 7** Former Tank Farm
- 8** Former Shell Site
- 9** Frances Bay
-  Area of Influence  
\* Commonwealth Land

## Understanding this Area Plan

The NT Planning Commission has prepared this draft Central Darwin Area Plan having regard to feedback received during Stage 1 Consultation undertaken in 2017 and Stage 2 Consultation undertaken in 2018. This draft Area Plan comprises the following components:

**Part 1** – Introduction to the Area Plan, including descriptions of the Area Plan’s context, purpose, and structure as well as the Land Use Vision for Central Darwin;

**Part 2** – Themes presenting guidance and policy that are applicable across the whole of Central Darwin; and

**Part 3** – Focus Areas with provisions to address particular issues at specific locations.

The structure presented from page 11 onwards reflects how this Area Plan is intended to appear within the NT Planning Scheme.

Each theme and focus area provides an overarching principle statement prefaced by a brief contextual comment. Each planning principle is supported by a set of objectives and acceptable responses that provide more detailed direction and serve as policy. These terms are further explained below:

- **Planning Principles** and the contextual comment provide context to guide the interpretation of the objectives and the acceptable responses contained within

a theme or a focus area.

- **Objectives** are the desired outcomes of a planning principle, often given in relation to a place. A proponent must demonstrate how a proposal will meet each objective.
- **Acceptable Responses** identify potential standards which will contribute to the achievement of the objectives. A departure from the acceptable responses can be considered only where:
  - an alternative solution that achieves the objective is provided; and
  - the alternative solution demonstrates an equal or higher standard than that set out by the acceptable response.

Artists impressions have also been included within some focus areas to communicate the vision for the locality and support interpretation of the provisions, however these are purely conceptual.

***“this Area Plan does not automatically rezone land; remove the need to apply to the Minister responsible for administering the Planning Act 1999 to rezone land; or pre-empt the Minister's decision in response to a request to amend the zone”***

## The Rezoning of Land

This Area Plan indicates that the land use on specific sites may change in the future. These areas are indicated as ‘Potential Areas for Change’. A number of sites may require rezoning before the land use and development potential envisaged by this Area Plan can be realised. However, this Area Plan does not automatically rezone land; remove the need to apply to the Minister responsible for administering the *Planning Act 1999* to rezone land; or pre-empt the Minister’s decision in response to a request to amend the zone.

Instead, this Area Plan provides a framework to inform consideration of any future proposal to rezone land or alter land use. Decisions regarding rezoning or change of use proposals will be informed by this Area Plan and servicing requirements.

Relevant service authorities and the City of Darwin should be contacted to ascertain any service upgrades required before applying to rezone land, noting that the rezoning of land may require contribution to the upgrade of services.

## Existing Zoning and Existing Use Rights

This Area Plan does not prevent the use of land consistent with the current town planning zone that applies to a site. Further, the Area Plan does not prevent the use of land consistent with a planning permit or existing use rights that have not been extinguished. However, this Area Plan may specify additional requirements for a development consistent with an existing zone.

*“this Area Plan provides a framework to inform consideration of any future proposal to rezone land or alter land use”*

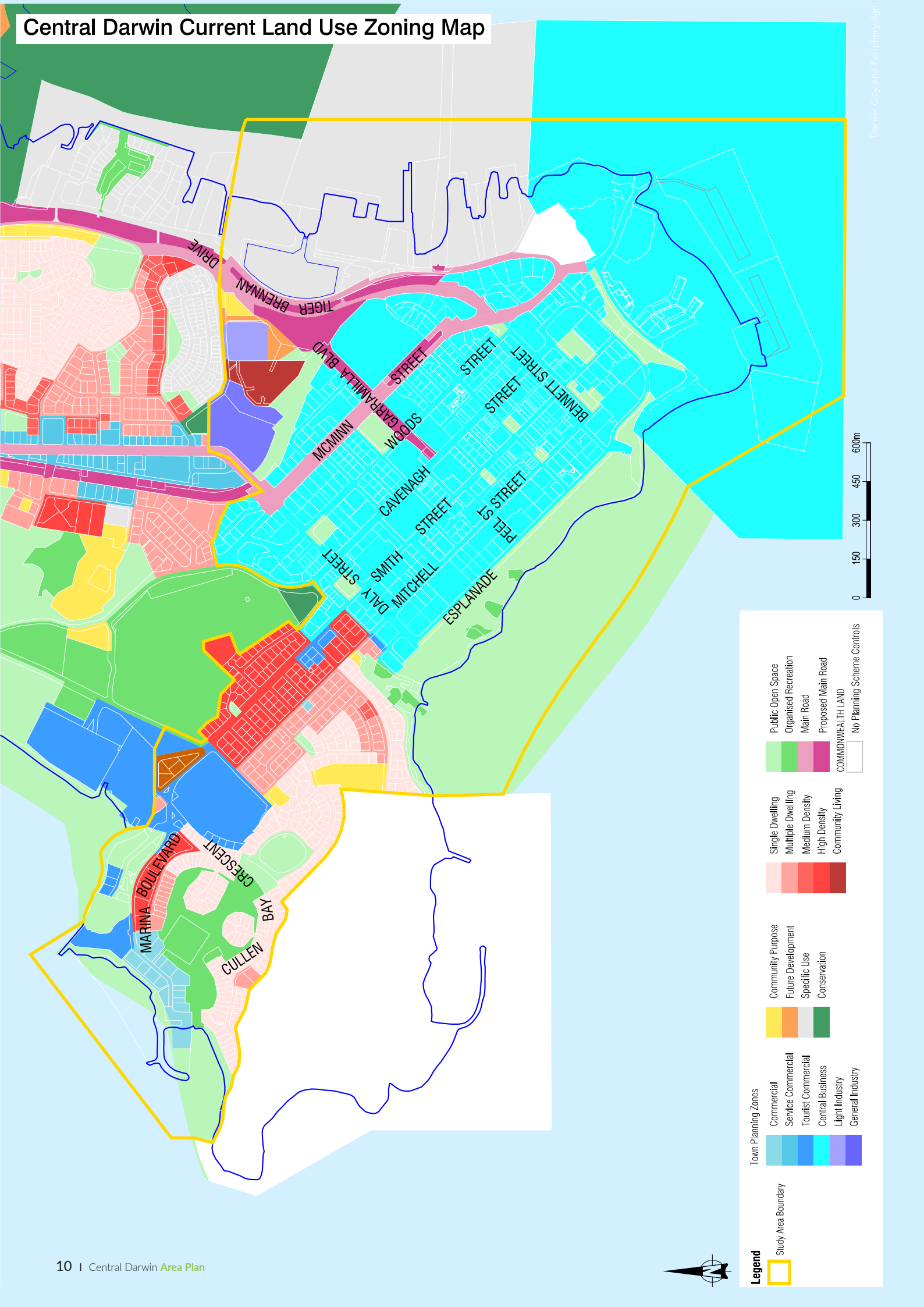
## Supplementary Material

This Area Plan is accompanied by a Needs Assessment that is intended to sit within the background documents section of the NT Planning Scheme. The Needs Assessment contains a record of investigations and community feedback that have informed this Area Plan.

The Themes and Focus Areas within this Area Plan have been prepared in response to the development challenges associated with the growing and diversifying population identified within the Needs Assessment.

It is recommended that the Needs Assessment be consulted where there are questions about interpretation of the approach outlined in this Area Plan.

# Central Darwin Current Land Use Zoning Map



## Central Darwin Area Plan

### Context

The Darwin Regional Land Use Plan (2015) provides a land use vision for the region. It confirms the capital city role of the Darwin CBD and its function as the dominant commercial, cultural, administrative, tourist, and civic centre within the region.

This Area Plan works to enhance Darwin's role and identity by recognising and reinforcing the Darwin city centre as the heart of the Northern Territory and home for a growing inner city population. Key to achieving this is the:

- encouragement of an urban environment that celebrates Darwin's heritage, multi-cultural nature and climate; and
- planning for tourism and population growth supported by retail and commercial development and adequate infrastructure provision.

Central Darwin will accommodate a significant portion of the population growth anticipated by the Darwin Regional Land Use Plan (2015). This can be achieved by focusing on a sustainable, compact and higher density city with suitable transitions to the surrounding localities.

### Purpose

The purpose of this Area Plan is to guide the future development of land within Central Darwin. The Area Plan will inform the exercise of discretion when assessing requests to vary scheme provisions, change land use, and/or rezone property.

This Area Plan caters for the needs of the future population and business by:

- providing a city centre flexible to the evolving needs of the commercial and retail sectors;
- supporting the efficient delivery of infrastructure and ongoing viability of the city centre;
- encouraging improved amenity for residents and visitors through a focus on intermodal transport and ease of access to tourism, cultural and entertainment venues; and
- recognising the established character of the residential areas of Larrakeyah and Cullen Bay, and the role these localities and the Darwin Waterfront play in providing housing diversity in close proximity to the city centre.

### Plan Structure

The Land Use Vision map (on page 13) identifies the vision for the future use of land to which this Area Plan applies. This map illustrates a combination of anticipated land uses and zonings. Sites that may have a different use into the future have been indicated as Potential Areas for Change. A Vision Statement is included on the Land Use Vision map to provide context to the land uses shown.

The Land Use Vision is an easy reference tool to identify the main themes that apply to a site. While in most instances a single theme will apply to a site, it is also important to check other themes, such as service infrastructure or movement and transport.

## Central Darwin Area Plan (cont.)

The Focus Area Index Map (on page 14) may be used as an index to identify which focus area applies to a specific site and to locate the relevant section(s) of this Area Plan.

Planning principles and contextual comments provide guidance to the interpretation of the objectives and acceptable responses, which serve as action based policy statements to guide land use and development. Objectives and acceptable Responses must be addressed as part of future development of land to which this Area Plan applies. Alternatives to the acceptable responses that demonstrate an equal or better response to the objective will also be considered.

This Area Plan is structured around themes that apply across the whole of Central Darwin and focus areas which are localities that specifically require more attention.

The 'themes' section includes:

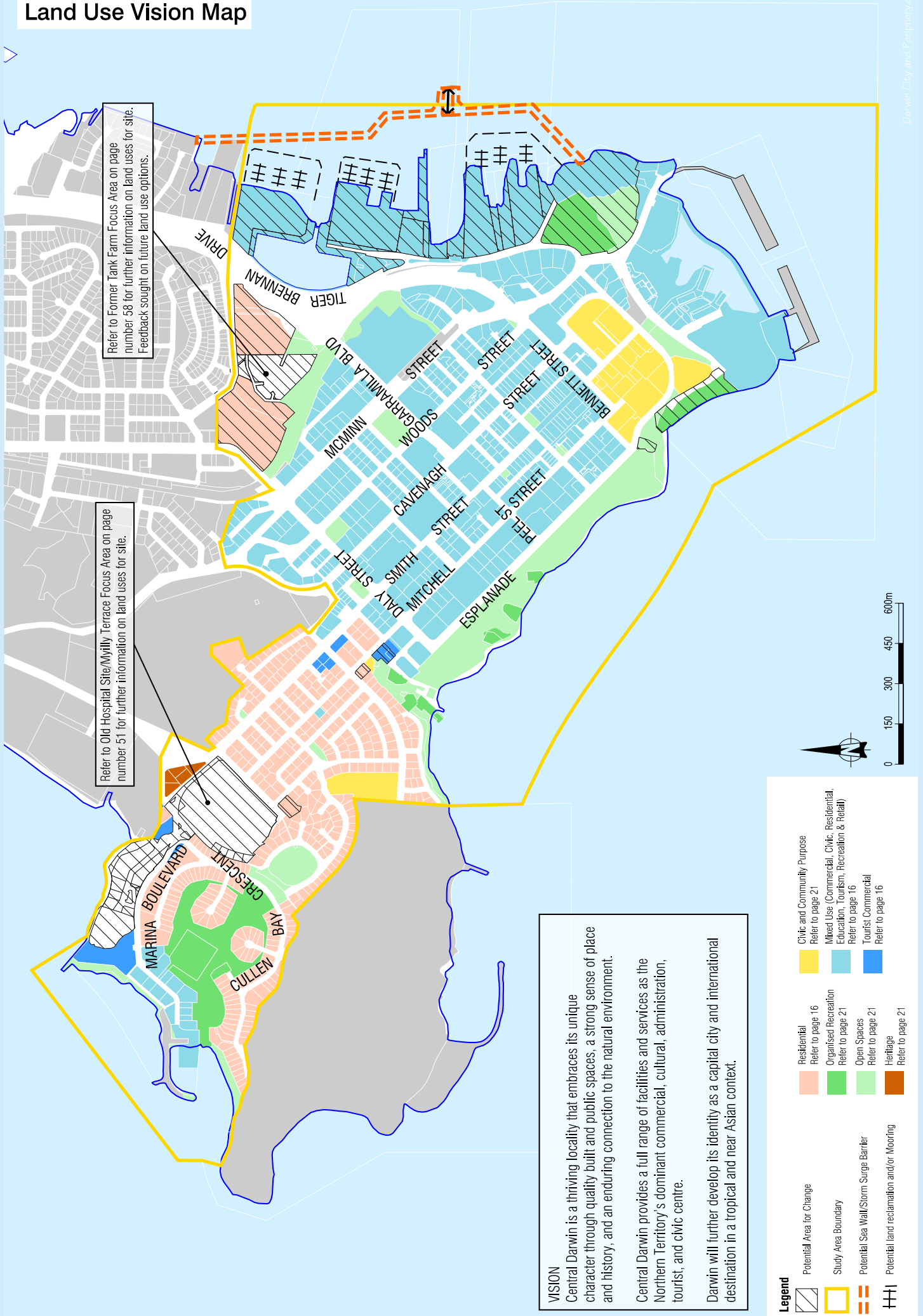
- Residential and Mixed Use
- Social Infrastructure
- Culture and Heritage
- Environment
- Movement and Transport
- Essential Infrastructure

These themes are supported by a number of compilation plans to visually demonstrate the data that has informed the planning principles.

The focus areas can be considered as an inset of the overall Land Use Vision and apply only to the following locations:

- A1: City Centre – Core
- A2: City Centre – Former Shell Site
- A3: City Centre – Education and Civic Precinct
- A4: Esplanade Character Area
- B: Darwin Waterfront
- C: Site of Kahlin Compound / Old Hospital Site / Myilly Terrace
- D: Frances Bay
- E: Former Tank Farm

# Land Use Vision Map



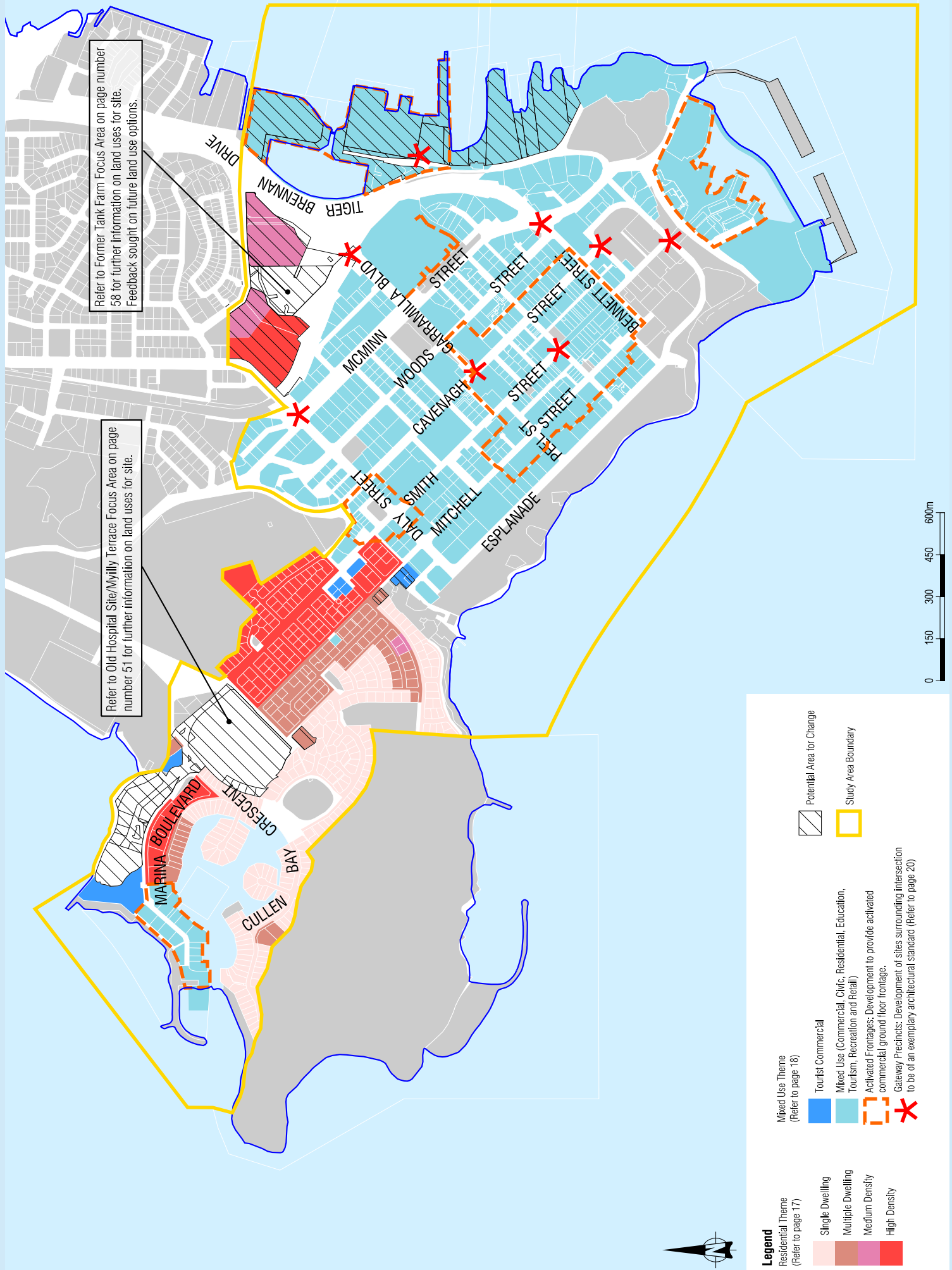




## PART TWO: THEMES

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# Residential and Mixed Use Map





## Residential Theme

The Darwin Regional Land Use Plan (2015) forecasts a near term regional population of 150 000 and a far term regional population of 250 000 for the whole of the Darwin region. To support this longer term growth, an additional 5 600 dwellings will be required within Central Darwin.

To accommodate the forecast growth, this Area Plan supports a high density of dwellings within the city centre. Within

established residential areas, such as Larrakeyah and Cullen Bay, this Area Plan supports development to the densities allowed by the current zoning to protect amenity.

This Area Plan encourages housing designed to meet the needs of a wide variety of households. Increasing the diversity of residents will contribute to increased activation of Central Darwin.

The Objectives and Acceptable Responses of this Area Plan are applicable to both residential areas within a residential zoning and also residential land uses within mixed use areas.

### 1. Encourage appropriate housing options, neighbourhood and residential amenity to support the lifestyle of a diverse demographic

Objectives	Acceptable Responses
1.1 Encourage residential buildings that provide for a broad spectrum of demographic groups.	i. A variety of dwelling types are provided.
1.2 Encourage development that contributes to the amenity of the public realm and reflects the character of the area.	i. Building design responds to adjacent buildings and environments or adjacent buildings and environments reasonably anticipated. ii. Development fronting existing and future public spaces responds to the role and function of the individual space and provides opportunities for passive surveillance. iii. Bulk and scale of wide buildings is addressed through architectural design including, but not limited to, the presentation of multiple frontage types to the streetscape, modulation of the façade, or changes in material. iv. Buildings provide interest and active frontages at street level. Large expanses of blank walls or inactive frontages are to be avoided.
1.3 Encourage sustainable development.	i. Buildings and the urban environment demonstrate innovative responses to support cooling, heat mitigation, greening, water and energy efficiency, and waste reduction.
1.4 Maintain residential areas in Larrakeyah and Cullen Bay.	i. Residential development accords with current zoning unless specifically identified as a Potential Area for Change on the Residential and Mixed Use Map.



## Mixed Use Theme

Darwin's city centre is the commercial, cultural, administrative, tourist and civic centre in the region. Surrounding areas, including the Waterfront, Cullen Bay and Larrakeyah, each have their own character and unique mix of uses. The lower intensity uses in surrounding areas complement the broad range of activities within the city centre.

Intensive residential and commercial activity drive the activities within the city centre. This Area Plan encourages diverse development and uses to ensure that mixed use environments are robust, flexible, and responsive to economic and social change.

Mixed use developments that include a residential component must also respond to the residential theme.

An 'Esplanade Character Area' has been identified for lots fronting the Esplanade. This is a special area characterised by high amenity underpinned by clifftop views over Darwin Harbour. Development must respond to the need to retain and enhance this amenity.

Areas of 'activated frontages' have been identified to highlight that ground floor commercial land uses can contribute to an active streetscape. These active streetscapes will provide amenity and interest for pedestrians and improve walkability through the city centre.



Mixed Use Building with landscaping at upper levels

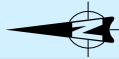
### 2. Support a dynamic mix of uses that contribute to safe, active, attractive, and diverse localities

Objectives	Acceptable Responses
2.1 Encourage development that provides for a mix of uses.	i. Where there is reasonable capacity to do so, buildings and sites include a vertical mix of land uses on different floors/storeys such as: <ul style="list-style-type: none"> <li>a) residential;</li> <li>b) commercial and retail;</li> <li>c) community facilities; and</li> <li>d) leisure and recreation.</li> </ul>
2.2 Encourage building design that can be adapted to changing demand.	i. Proposed development demonstrates how ground floor tenancies have been designed to enable future conversion to commercial land use, i.e. sufficient ceiling heights. ii. Floors constructed for car parking within mixed use buildings are to have level surfaces (excluding ramps) and ceiling heights that enable future conversion to commercial or residential use.
2.3 Provide activated frontages with ground floor commercial activities in priority locations.	i. Ground floor commercial and retail activation is provided within areas depicted as 'Activated Commercial Frontages' within the Residential and Mixed-Use Map. ii. Buildings provide interest and active frontages at street level. Large expanses of blank walls or inactive frontages are to be avoided.

<p>2.4 Development mitigates against potential conflicts both within and between buildings.</p>	<ul style="list-style-type: none"> <li>i. Building design mitigates against potential conflicts between uses within the building and surrounds which are existing or can be reasonably anticipated.</li> <li>ii. Building design mitigates against potential conflicts between uses of existing buildings and adjacent and/or nearby buildings and environments which are existing, or can be reasonably anticipated.</li> </ul>
<p>2.5 Provide landscaping and greening that contributes to the quality and amenity of communal and public spaces.</p>	<ul style="list-style-type: none"> <li>i. Where there is reasonable capacity to do so, building design incorporates and maintains opportunities for planting on structures through techniques such as:               <ul style="list-style-type: none"> <li>a) green walls, living walls or vertical gardens;</li> <li>b) wall design that incorporates trellis structures;</li> <li>c) landscaping of podiums;</li> <li>d) planter boxes; and / or</li> <li>e) landscaping incorporated into podium car parking screens.</li> </ul> </li> </ul>
<p>2.6 Encourage development that contributes to the amenity of the public realm and reflects the character of the area.</p>	<ul style="list-style-type: none"> <li>i. Building design mitigates against potential conflicts between uses within the building and surrounds which are existing or can be reasonably anticipated.</li> <li>ii. Development fronting existing and future public spaces and/or pedestrian and cyclist links:               <ul style="list-style-type: none"> <li>a) responds to the role and function of the individual space; and</li> <li>b) locates habitable rooms, or private open spaces of dwellings, overlooking the public space.</li> </ul> </li> <li>iii. For areas not within an area depicted as 'Activated Commercial Frontage', development may include ground floor residential including communal open space that enables passive surveillance from the ground floor.</li> <li>iv. Communal facilities and meeting spaces near the building entry, such as bicycle parking and seating, are integrated into building design.</li> <li>v. Sheltered pedestrian thoroughfares are integrated into the design of buildings. This may include, but is not limited to: awnings, covered walkways, colonnades or similar.</li> </ul>
<p>2.7 Design bus stops to enhance user comfort and safety.</p>	<ul style="list-style-type: none"> <li>i. Bus stops and associated infrastructure are well considered components within development and road reserve design. This may include, but is not limited to:               <ul style="list-style-type: none"> <li>a) high amenity pedestrian connections to the bus stop with protection from the elements;</li> <li>b) technologically advanced bus stops displaying real time information; and</li> <li>c) implementation of crime prevention through environmental design (CPTED) principles for bus stop design.</li> </ul> </li> <li>ii. Bus stop locations facilitate access to efficient, linear and frequent public transport.</li> </ul>

<p>2.8 Design vehicle access points and onsite movement to minimise streetscape impacts and avoid conflicts between pedestrians and vehicles.</p>	<ul style="list-style-type: none"> <li>i. Locate and consolidate vehicle access, parking and loading areas away from street frontages.</li> <li>ii. Car park entry and access is from the lowest order vehicle access way. In order of priority access is from: a laneway, a secondary street, or a primary street if no other access is possible (refer to Transport Network Map).</li> <li>iii. Vehicles entering and manoeuvring within sites is minimised.</li> <li>iv. Crossover number and widths are minimised.</li> </ul>
<p>2.9 Encourage sustainable development.</p>	<ul style="list-style-type: none"> <li>i. Buildings and the urban environment demonstrate reasonable responses to support cooling, heat mitigation, greening, waste reduction, and water and energy efficiency.</li> </ul>
<p>2.10 Design buildings to address prominent corners and 'Gateway Precincts.'</p>	<ul style="list-style-type: none"> <li>i. Development proposed at locations identified as a 'Gateway Precinct', as indicated on the Residential and Mixed Use Map, provides: <ul style="list-style-type: none"> <li>a) vertical elements, such as additional storeys, raised parapets, spires, roof sections and similar structures, as part of the building design;</li> <li>b) public art and signage within the design of buildings and related public spaces; and</li> <li>c) effective and visually appealing all-weather protection.</li> </ul> </li> </ul>
<p>2.11 Prevent any new use or intensification of development that would prejudice the safety or efficiency of an airport.</p>	<ul style="list-style-type: none"> <li>i. Any proposed development determined to exceed the heights prescribed by the Defence (Aviation Areas) Regulations 2018, or Civil Aviation legislation, will need approval by the relevant airport authorities.</li> </ul>

Social Infrastructure, Culture and Heritage Map



Legend

- Potential Area for Change
- Community Purpose
- Open Spaces
- Organised Recreation
- Heritage
- Heritage Oil Tunnels
- Places of Cultural and Social Interest

- Declared Heritage Places
- 1 - 17 Shepherd Street
  - 2 - Administrator's Offices Darwin
  - 3 - Boab Tree, Cavenagh Street
  - 4 - Browns Mart
  - 5 - Christ Church Cathedral Heritage Precinct
  - 6 - Commonwealth Bank (former Darwin)
  - 7 - CWA/Red Cross Shop
  - 8 - Darwin's Cenotaph
  - 9 - Former Reserve Bank Darwin
  - 10 - 12 Schultze Street

- 11 - Government House
- 12 - Hughes Avenue
- 13 - Lyons Cottage or British Australian Telegraph Company
- 14 - Westpac Bank
- 15 - Milkwood Trees Smith Street
- 16 - Myilly Point Heritage Precinct
- 17 - Old Admiralty House
- 18 - Peels Well
- 19 - Remnant No. 6 Oil Tank
- 20 - State Square Banyan Tree

- 21 - Steam Pump House
  - 22 - Stella Maris Hostel
  - 23 - Sue Wah Chin Building & footpath
  - 24 - Town Hall Ruins - Darwin
  - 25 - Tree of Knowledge
  - 26 - WWII Naval Oil Tunnels 5 & 6
  - 27 - WWII Naval Oil Tunnels 10 & 11
  - 28 - Naval Fuel Installation
  - 29 - Frog Hollows
- Sites which may be considered for Multipurpose Community Centre and/or Indoor Sports Facility
- A B C**



## Social Infrastructure Theme

Social infrastructure includes facilities and spaces that support and improve the quality of life in the community. This includes education, health care, religious, cultural and community facilities, and open space. Social infrastructure within Central Darwin serves both the needs of

the immediate local community as well as some of the needs of tourists and the regional and Territory population.

This Area Plan seeks to guide the delivery of adequate community facilities to support the anticipated growth in resident,

worker and visitor populations. The scale and quality of these facilities should be in proportion to Central Darwin's role as the Territory's foremost cultural, civic, entertainment, recreational and tourist centre.

### 3. Identify social infrastructure that meets the needs and aspirations of the community

Objectives	Acceptable Responses
3.1 Increased presence of education facilities in Central Darwin.	<ul style="list-style-type: none"> <li>i. A new school is constructed as demand arises and current facilities reach capacity.</li> <li>ii. New university facilities are delivered within the city centre.</li> <li>iii. An enhanced district and local level public library is provided.</li> </ul>
3.2 Maintain, enhance and connect a network of public spaces for formal and informal recreation, and public events.	<ul style="list-style-type: none"> <li>i. No net loss of public open space other than to:               <ul style="list-style-type: none"> <li>a) maintain and install essential public infrastructure and services;</li> <li>b) enhance the function of these spaces (including through potential use for alfresco dining areas which compliment the open space character of the area); or</li> <li>c) provide community facilities and public amenities associated with the public open space function of the land.</li> </ul> </li> <li>ii. Continuous public access to a network of green spaces is maintained, including the Esplanade, foreshore spaces, and nearby regional open spaces.</li> <li>iii. Public spaces are enhanced as versatile spaces that support:               <ul style="list-style-type: none"> <li>a) informal public gathering, rest and recreation;</li> <li>b) organised temporary events including markets, pop up stalls, food trucks and live music;</li> <li>c) outdoor extensions of adjacent businesses where appropriate and approved by the City of Darwin; and</li> <li>d) shared use by informal users and different businesses, and adaptation of uses across day/night and dry season/wet season.</li> </ul> </li> <li>iv. Development adjacent to public open space and key pedestrian cycle routes enhances the safety and amenity of these spaces.</li> <li>v. Extensive areas are planted with shade trees to make the city cool and attractive, and encourage pedestrian use.</li> </ul>

<p>3.3 Encourage provision of new publicly accessible open spaces and recreation areas.</p>	<ul style="list-style-type: none"> <li>i. Sites of 3500m<sup>2</sup> or larger, and broad scale planning for the redevelopment of focus areas, are developed with complementary public open spaces such as plazas which: <ul style="list-style-type: none"> <li>a) contribute to an integrated, high-quality network of public spaces;</li> <li>b) are flexible and provide for a variety of uses and events, including recreation, fitness, play, cultural and artistic functions in addition to ecological and stormwater management functions;</li> <li>c) facilitate a range of active and passive recreation to meet the needs of the community;</li> <li>d) incorporate existing significant sites of natural or cultural value, including interpretive information;</li> <li>e) connect with the cyclist and pedestrian network identified in the Movement and Transport - Potential Enhancement to Pedestrian/ Cycleway Network Map;</li> <li>f) link habitats, wildlife corridors, public open spaces and existing recreation facilities;</li> <li>g) enable effective stormwater management; and</li> <li>h) allow for temporary uses such as street activities and special events including cultural, entertainment and artistic performances.</li> </ul> </li> <li>ii. Public open space areas provide park furniture, display of art, lighting, shade structures and landscaping.</li> </ul>
<p>3.4 Provide for the establishment of a district level, multi-purpose community centre.</p>	<ul style="list-style-type: none"> <li>i. A district level, multi-purpose community centre is provided at one of the sites identified on the Social Infrastructure, Culture and Heritage Map or elsewhere in Central Darwin.</li> <li>ii. Community facilities within a multi-purpose community centre provide flexible spaces for a range of activities including: <ul style="list-style-type: none"> <li>a) council administrative functions;</li> <li>b) community service agencies;</li> <li>c) cultural facilities;</li> <li>d) adult education facilities; and</li> <li>e) open spaces facilitating a range of community events.</li> </ul> </li> <li>iii. Net social infrastructure is maintained across Central Darwin and is not reduced through new development.</li> </ul>
<p>3.5 Provide for the development of an indoor sports facility.</p>	<ul style="list-style-type: none"> <li>i. A sports facility is provided for at one of the sites identified on the Social Infrastructure, Culture and Heritage Map or elsewhere within Central Darwin.</li> </ul>



## Culture and Heritage Theme

The Larrakia explained the significance of Lamaroo to surveyors from the Beagle in 1839. The area subsequently became the site of a permanent settlement in 1869.

Central Darwin is rich in cultural and heritage values related to Aboriginal culture, European and Asian settlement, and World War II. Heritage places contribute to the quality of life and cultural identity of our community, with a number of heritage places providing a focal point for community gatherings. Places of cultural and heritage value also have high economic value, generating visitation and expenditure, particularly through tourism.

This Area Plan requires the recognition, protection, conservation, management, and revitalisation of cultural and heritage places. This Area Plan also encourages developments proposed in proximity to places of cultural and social interest to demonstrate how they acknowledge such places and, where practicable, protect and enhance the amenity above and beyond the requirements of the various laws protecting cultural heritage.

Development sympathetic to historic building

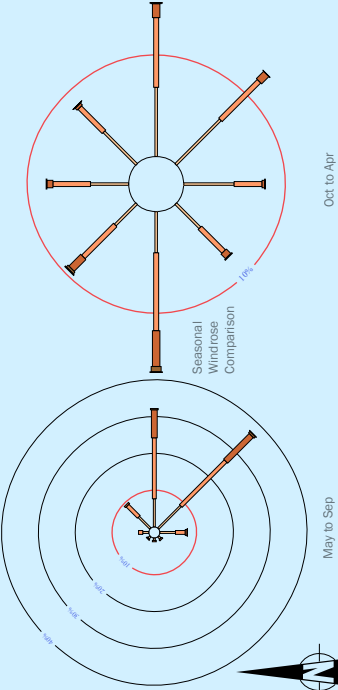
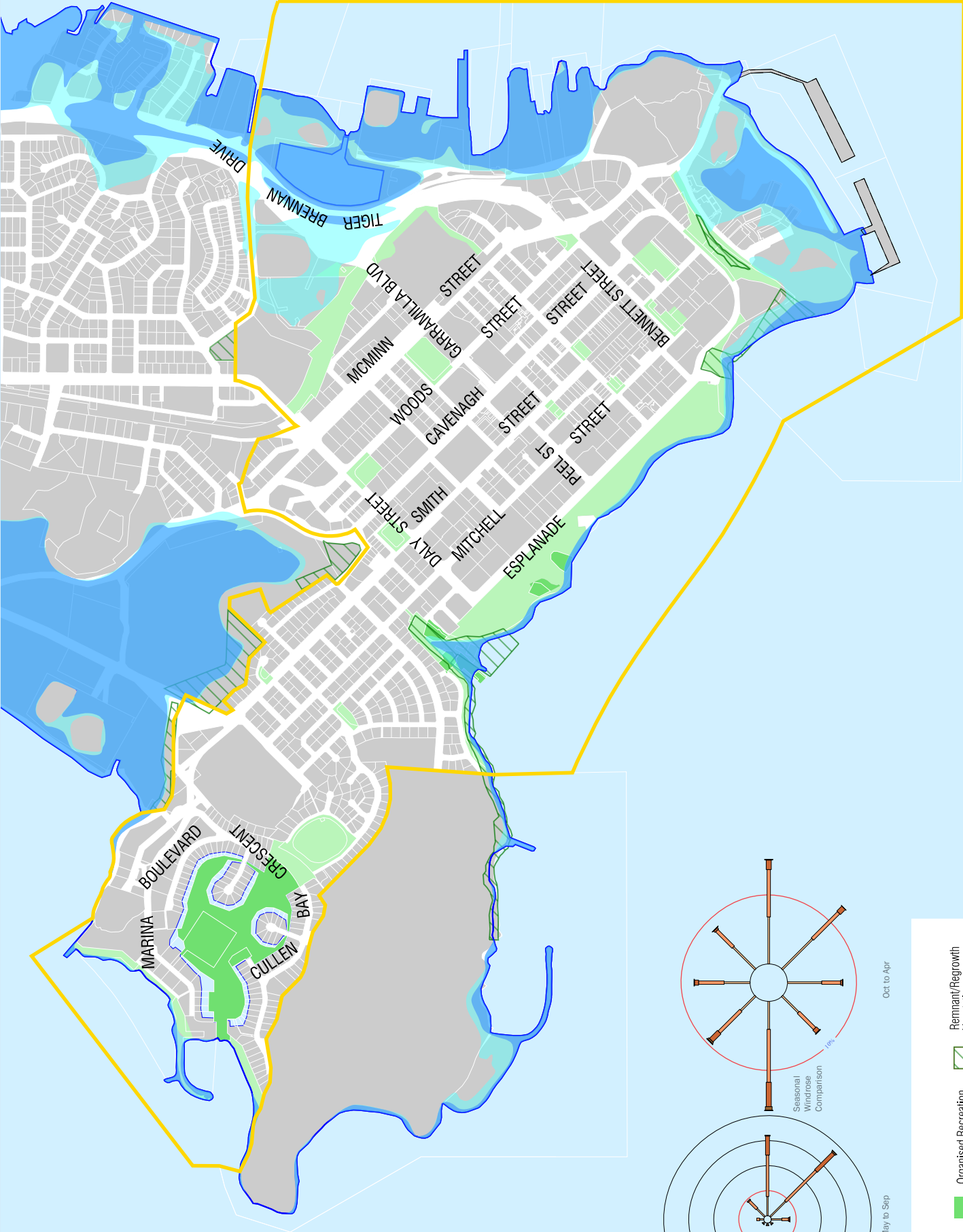


New development behind historic frontage

Historic building frontage retained

#### 4. Protect and enhance sites of cultural significance and historic value to enrich community awareness and experience

Objectives	Acceptable Responses
4.1 New development responds to and respects places and sites listed on the Northern Territory Heritage Register and other places of heritage interest.	<ul style="list-style-type: none"> <li>i. Building design responds to significant features of adjoining heritage sites, buildings or objects to all extent reasonable and practical. This may include a response to the scale, colours, textures and materials of heritage features. Alternatively, the response may provide juxtaposition with the heritage feature to emphasise heritage significance and distinguish the difference in time and style.</li> <li>ii. Setbacks of new development adjoining heritage listed features are sensitive to heritage elements by considering the interface with regard to bulk, setback and materials, and maintain view corridors.</li> <li>iii. Development on, or adjoining a place or item of cultural and social interest indicated on the Social Infrastructure, Culture and Heritage Map supports ongoing public access and is designed in a manner that shows consideration of that place or item.</li> </ul>
4.2 Adaptive re-use of a heritage place is sympathetic to the values of the site.	<ul style="list-style-type: none"> <li>i. Adaptive reuse of heritage sites, as identified on the Social Infrastructure, Culture and Heritage Map, is of a scale compatible with the significance of the site.</li> <li>ii. Any alterations required to facilitate the adaptive reuse of heritage places should be informed by an understanding and analysis of the heritage place's significance and the principles of the Burra Charter.</li> <li>iii. Adaptive reuse requires minimal alterations to the place's significant fabric and does not destroy the ability to interpret the original function of the place. Where change is proposed, it should be recognisable as new work and where possible, be reversible.</li> </ul>
4.3 Recognise and celebrate the multicultural heritage and values of Central Darwin.	<ul style="list-style-type: none"> <li>i. Places of historical and cultural value within the study area, including significant sites, buildings structures, trees, and landscape elements are recognised and connected through innovative forms of interpretation.</li> </ul>
4.4 Support the adaptive re-use of sites of heritage value.	<ul style="list-style-type: none"> <li>i. Where there is reasonable capacity to do so, discretion is applied in the evaluation of development proposals relating to sites of heritage value. This is in recognition of challenges associated with the development of such sites complying with current development standards outlined in the Planning Scheme.</li> </ul>



**Legend**

Storm Surge	Remnant/Regrowth Vegetation
Primary	Coastline
Secondary	
Organised Recreation	
Open Spaces	



## Environment Theme

Central Darwin includes coastal, remnant vegetation and urban forest systems that underpin the amenity of the area. This amenity includes cultural values which make a significant contribution to the economy and liveability of the study area. Darwin Harbour is an internationally significant conservation area that supports native flora and fauna, provides recreation spaces, and generates cooling breezes. Economic benefit is derived through harbour-based and marine industries, and tourism.

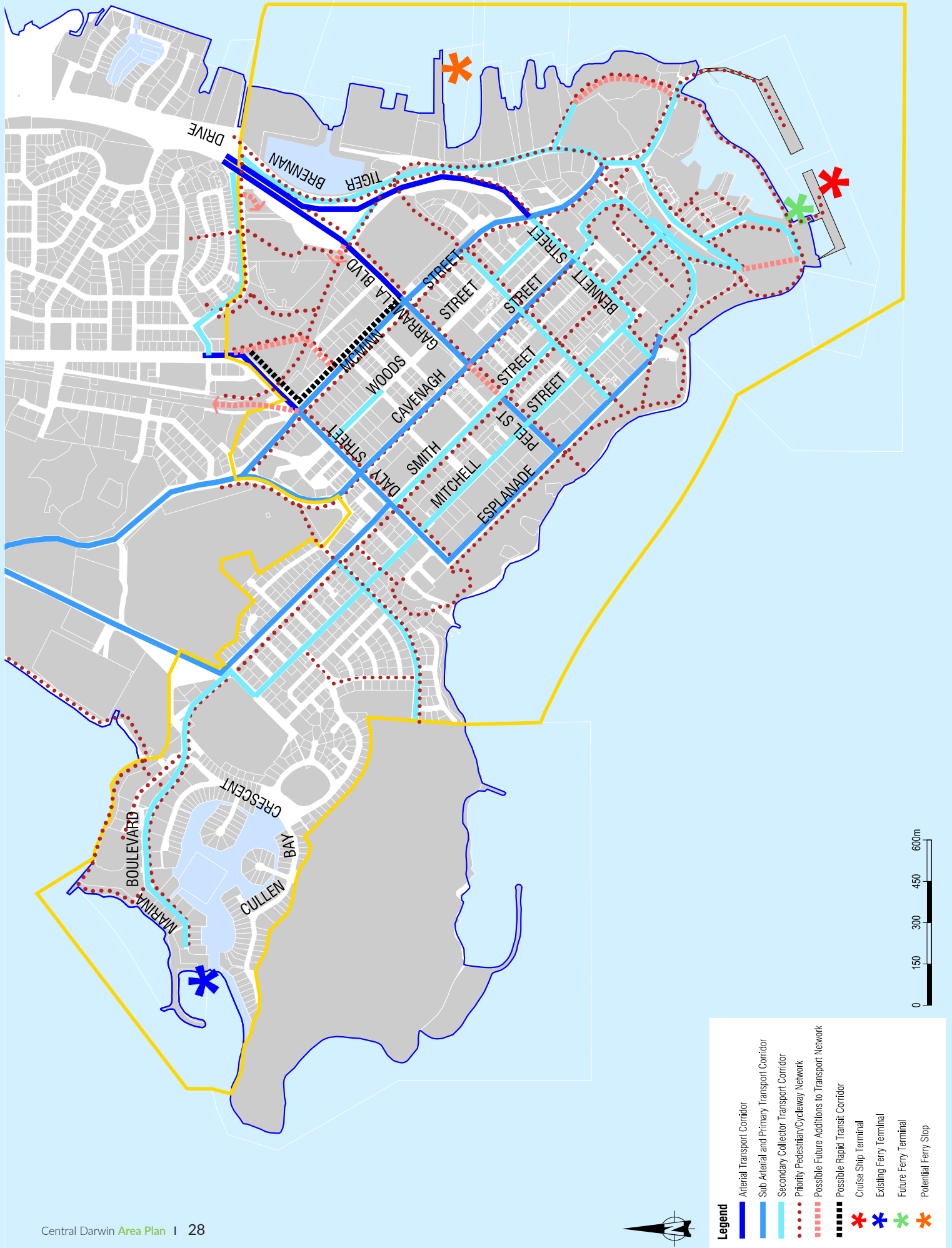
Hazards that may affect land in Central Darwin include the presence of biting insects, acid sulfate soils, storm surge events and residual site contamination. This Area Plan provides guidance for land subject to storm surge or with the potential for contamination.

This Area Plan seeks to protect and utilise the functions of the natural environment for the continued enjoyment of the community by ensuring development responds appropriately to natural constraints.

### 5. Protect and enhance the functions of the natural environment for the continued enjoyment of the community

Objectives	Acceptable Responses
5.1 Protect and preserve the Darwin Harbour i.e. tidal mud flats and mangroves	i. There is no net loss of mangrove communities within Zone CN (Conservation).
5.2 Protect and connect natural features in the urban environment.	i. Remnant vegetation shown on the Environment Map is protected and incorporated into the public open space network.
5.3 Respond to potential residual contamination issues.	i. Development is informed by an assessment of site contamination. ii. Development is designed and engineered to respond to any contamination issues. iii. Development demonstrates a response to site contamination in accordance with any Statement of Environmental Audit prepared for the site and to the satisfaction of the relevant authorities.
5.4 Respond to potential impacts of storm surge.	i. All development in a Primary or Secondary Storm Surge Area is to be developed in accordance with the provisions of the Planning Scheme.

# Movement and Transport - Transport Network Map



# Movement and Transport: Potential Enhancements to Pedestrian / Cycleway Network



# Movement and Transport: City Recreation Loop

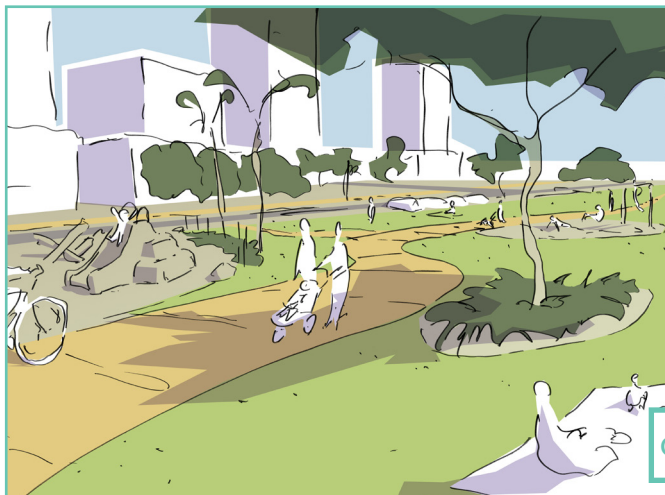


## Movement and Transport Theme

Central Darwin contains a range of local and regional public and private vehicle transport networks. As the major tourist commercial and retail area for the region it is essential that visitors and residents can easily navigate their way around the city.

The main entries to Central Darwin are from Stuart Highway, Garramilla Boulevard, Tiger Brennan Drive, Gilruth Avenue and Gardens Road. Smith Street provides an important link connecting the Darwin Waterfront to Cullen Bay.

This Area Plan supports a movement network within Central Darwin that is safe and convenient. Enhancements to streets and spaces will improve the pedestrian and cyclist experience. This Area Plan identifies priority pedestrian and cycle routes, and a 'City Recreation Loop' that will improve pedestrian and cycle



City Recreation Loop

connections within the City.

The Goyder Grid historically provided a high level of connectivity within the city. While this largely remains the case, some land consolidation over the years, at the expense of road reserves, has reduced linkages. As sites are developed, consideration will be given

to providing opportunities for reinstating access for pedestrians.

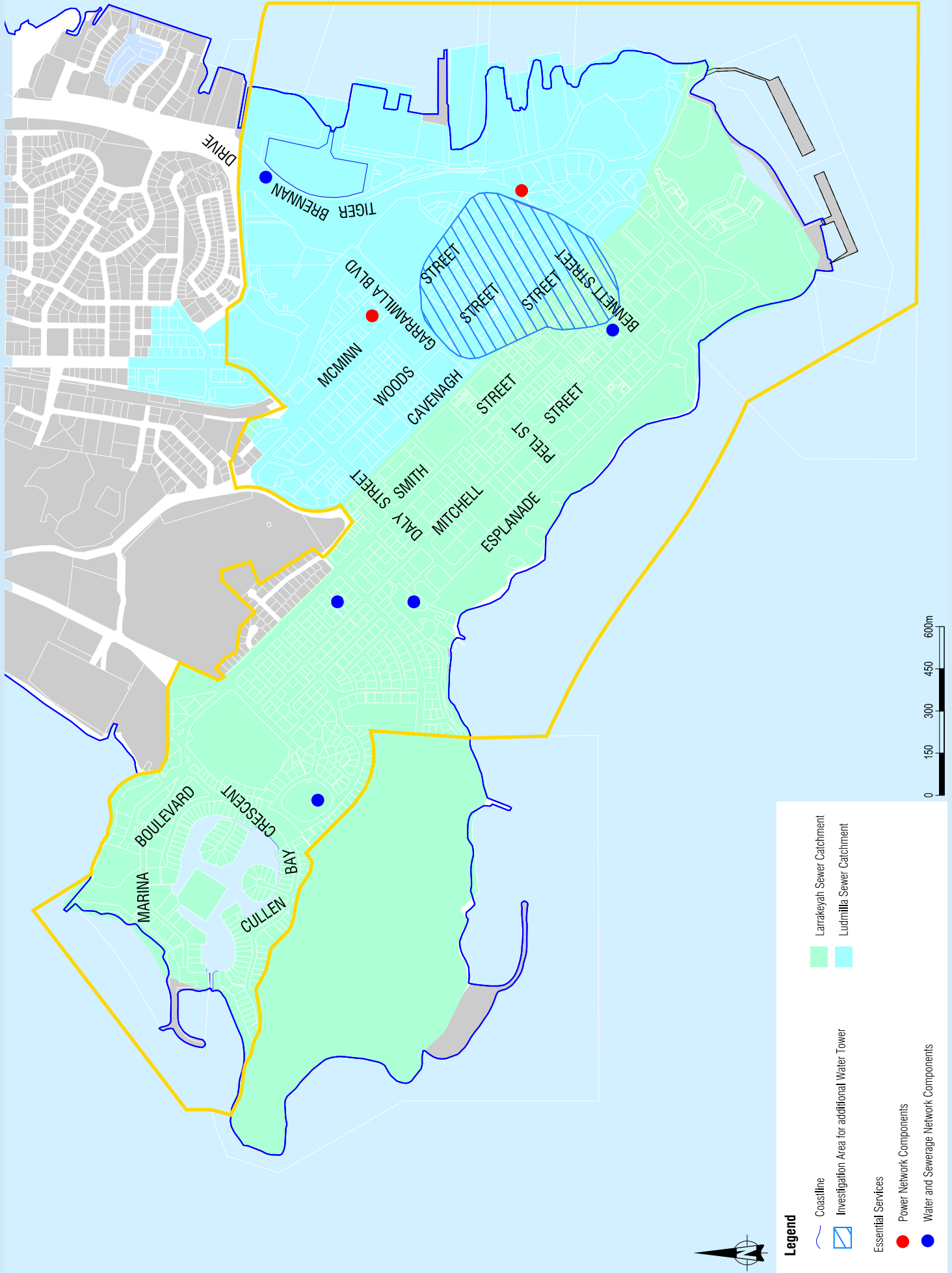
This Area Plan aims to preserve transport corridors and ensure these corridors are developed to provide high amenity. This will result in efficient movement into and through the city.

### 6. Provide an interconnected movement network that is safe and efficient for all users, balances the needs for vehicles with movement needs of pedestrians and cyclists, and does not impinge upon the aesthetics of the streetscape

Objectives	Acceptable Responses
6.1 Maintain a highly permeable grid street network within the city centre.	<ul style="list-style-type: none"> <li>i. A fine-grained grid of local streets are retained or expanded upon which support a highly permeable, pedestrian and cycle friendly city centre.</li> <li>ii. A grid configuration of city streets and blocks are provided consistent with the existing street and block layout across Central Darwin. Blocks measure between 60m x 120m width and 120m x 240m length. Blocks incorporate mid-block laneways where possible.</li> <li>iii. Large developments of 3500sqm or larger within the city centre provide connections through the site and to the existing grid.</li> </ul>

<p>6.2 Provide appropriate primary vehicle and service access that maintains high levels of pedestrian amenity and minimises disruptions to pedestrian movements.</p>	<p>i. Existing and proposed lots are serviced by laneways where possible.</p>
<p>6.3 Enhance pedestrian and cyclist amenity, safety and movement.</p>	<p>i. Pedestrian and cyclist links are direct, connected, have clear sightlines, and are well lit.</p> <p>ii. Laneway pedestrian crossings connect arcades and are safe attractive and distinct.</p> <p>iii. Where there is reasonable capacity to do so, street and movement network enhancements include provision for pedestrians and cyclists. This may include, but is not limited to:</p> <ul style="list-style-type: none"> <li>a) Separated Cycleways</li> <li>b) Prioritised street crossings</li> <li>c) Bike Parking</li> <li>d) Map signs</li> <li>e) Directories</li> <li>f) signage identifying pedestrian and/or cyclist networks i.e. City Recreation Loop; and</li> <li>g) interpretive signage.</li> </ul> <p>iv. Street verges are landscaped to provide shading for pedestrians and cyclists, while also softening the appearance of hard surfaces and buildings.</p>
<p>6.4 Areas identified as 'Green Links' are leafy, high amenity shared movement corridors.</p>	<p>i. Areas identified as 'Green Links' make use of wide road reserve to accommodate multiple modes of transportation, bus stops, public art, and landscaping.</p> <p>ii. Streetscape and landscape enhancements are prioritised within 'Green Link' road reserves and provided in a coordinated manner.</p> <p>iii. In accordance with any relevant policies of road authorities, examine opportunities for improving the amenity of streets identified as 'Green Links'. This may include, but is not limited to: provision of landscaping, street trees, shared footpaths, separated cycleways, street furniture and/or drinking water stations.</p>
<p>6.5 Facilitate transport network upgrades.</p>	<p>i. Possible future additions to the transport network indicated on the Movement and Transport Maps, and including a potential rapid transit corridor, are not compromised.</p> <p>ii. Where the City of Darwin or the Northern Territory Government has established an infrastructure contribution plan to fund the construction of strategic transport connections, contributions are to be made in accordance with the contribution plan; OR</p> <p>The proponent demonstrates how a proposed development will be serviced to a standard that satisfies the requirements of the responsible service authority and how the required infrastructure will be paid for.</p> <p>iii. Land identified as part of the City Recreation Loop on the City Recreation Loop Map is developed as high amenity pedestrian and cyclist space, and integrates with neighbouring parts of the network.</p>

# Essential Infrastructure Map





## Essential Infrastructure Theme

Established areas in Central Darwin are fully serviced by reticulated power, water and sewer, as well as underground stormwater drainage, and the NBN. Upgrades are likely to be required to support ongoing service provision as the development of land continues.

This Area Plan aims to ensure the sequential and cost-effective provision of infrastructure and assist with the coordination of design, development and funding contributions for required infrastructure upgrades. Funding contribution(s) and/or another

agreement(s) will enable the provision or upgrade of utilities and infrastructure. This Area Plan also reflects the goals of the Smart Cities program which encourages the integration of digital/smart infrastructure as other service infrastructure upgrades are required.

### 7. Provide for adequate power, water, sewerage, digital and telecommunications infrastructure

Objectives	Acceptable Responses
7.1 Upgrade existing utilities and trunk services to service development in a timely and holistic manner.	<ul style="list-style-type: none"> <li>i. Investigate the need for, and suitable location of, new water towers.</li> <li>ii. Upgrades to water reticulation are considered prior to development.</li> <li>iii. Trunk infrastructure for reticulated services is incorporated into a development's engineering design.</li> <li>iv. Upgrades to existing infrastructure are provided and funded in accordance with an approved infrastructure plan; OR</li> </ul> <p>The proponent demonstrates how a proposed development will be serviced to a standard that satisfies the requirements of the responsible service authority and how the required infrastructure will be paid for; OR</p>
7.2 Provide utilities and trunk services sequentially and cost effectively.	<p>The proponent accepts the requirement for either a monetary contribution or requirement to enter into agreements with the relevant authority for the provision of infrastructure.</p> <ul style="list-style-type: none"> <li>v. New infrastructure is provided sequentially and funded in accordance with an approved infrastructure plan; OR</li> </ul> <p>The proponent demonstrates how a proposed development will be serviced to a standard that satisfies the requirements of the responsible service authority and how the required infrastructure will be paid for.</p> <ul style="list-style-type: none"> <li>vi. Development and / or subdivision may be deferred or refused if utilities and trunk services are not provided as required by this Area Plan, the NT Planning Scheme, or another service authority.</li> </ul>
7.3 Ensure that presentation and / or installation of infrastructure does not detract from public amenity.	<ul style="list-style-type: none"> <li>i. Infrastructure avoids impacts on surrounding character and amenity through measures such as incorporating into buildings, screening, or locating in laneways.</li> <li>ii. Provision of subsurface infrastructure does not unreasonably restrict the planting of street trees.</li> </ul>
7.4 Encourage innovation and sustainability.	<ul style="list-style-type: none"> <li>i. Infrastructure is future-proofed and enables implementation of options including digital infrastructure, natural gas, district cooling, water capture and reuse, and waste recycling.</li> <li>ii. Provide for future installation of electrical and communications equipment to support Smart Cities infrastructure, including conduit and capacity for additional connection points.</li> </ul>















# PART THREE: FOCUS AREAS

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## LEGEND

-  Focus Area Boundary
-  Public Open Space
-  Pedestrian Priority Area (Hardscape Open Space)
-  Priority Pedestrian / Cycleway Network
-  Mixed Use (Commercial, Civic, Residential and Retail)
-  Existing Arcades / Links
-  Indicative Future Arcades / Links
-  Active Frontages Required
-  Declared Heritage Places
-  Places of Cultural and Social Interest
-  High Amenity Boulevard - Road Reserve Upgrade incl. Tree Planting and Pavement Enhancements
-  Gateway Precinct: Development of Sites Surrounding Intersection to be of an Exemplary Architectural Standard (refer to page 20)

# A1

## City Centre - Core



# A1

## City Centre - Core

The city centre encompasses the areas of the city centre that receive the most pedestrian traffic and have the highest proportions of retail land uses. The core is also the historic centre of Darwin, retaining architecture reflecting the history of the city.

Activity in the city centre core is characterised by the dynamic use of public spaces including the Mall, parks, arcades and laneways. These spaces are used for alfresco dining, pedestrian movement, and temporary events such as markets, live music and festivals.

The Smith Street Mall acts as the nexus of daytime activity in the city centre, serving as a landmark and central gathering point for workers, visitors and residents. The Smith Street Mall also acts as the focal centre for retail activity in the city centre, a role which

should be further enhanced and supported into the future.

The role of the city centre core as the primary retail destination in Darwin will be strengthened as substantial opportunities for growth and development through intensification of retail and commercial activity are taken up. Objectives and acceptable Responses for the city centre core encourage:

- an intensification of mixed use retail and commercial development that attracts people and activity;
- a high amenity pedestrian environment incorporating arcade connections, shade, and wayfinding signage; and
- the emphasised role of the mall.

### 8. Maintain and enhance the City Centre core as a high intensity, safe, and connected retail and commercial dominant environment

Objectives	Acceptable Responses
8.1 Maintain and enhance the concentration of established retail and commercial uses.	<ul style="list-style-type: none"><li>i. Encourage a diversity of activities in street front development.</li><li>ii. Encourage land uses and developments that employ and attract high numbers of people, and have the potential to activate the city centre by day and night.</li></ul>
8.2 Maintain the function of the Smith Street Mall as the focus for retailing, services, and as the central meeting point of the city centre.	<ul style="list-style-type: none"><li>i. Development in the Smith Street Mall provides retailing and services which contribute to its function.</li><li>ii. Building design provides a sense of arrival to the Smith Street Mall.</li><li>iii. Signage in the Smith Street Mall helps visitors navigate between and interpret other areas of interest within the city.</li><li>iv. Development achieves a human scale at street level and is sensitive to existing street front building heights through the construction of podiums, including parapets, lower than the maximum permitted height of 25m. Reductions in the podium height below 25m may be offset by equivalent volumetric encroachment above 25m within the development.</li></ul>
8.3 Enhance and respond to the existing shop front character presented in the Smith Street Mall.	



# A2

## Former Shell Site

### LEGEND

-  Focus Area Boundary
-  Public Open Space
-  Pedestrian Priority Area (Hardscape Open Space)
-  Priority Pedestrian / Cycleway Network
-  Mixed Use (Commercial, Civic, Residential and Retail)
-  Potential New Street Connection
-  Active Frontages Required
-  Proposed Open Space Destination
-  Gateway Precinct: Development of Sites Surrounding Intersection to be of an Exemplary Architectural Standard (refer to page 20)



# A2

## Former Shell Site

The former Shell Fuel Storage Site is over 7 hectares in size. An undeveloped site of this size in close proximity to a city centre is rare within Australian capital cities and represents a unique development opportunity.

The site has strong connections to the city centre, Frances Bay, the former Tank Farm and Stuart Park. However, as McMinn Street and Garramilla Boulevard are very wide and serve as primary corridors, there is a risk that development of the Shell site could be isolated from the city centre. It is very important that detailed land use planning of the site occurs prior to redevelopment and that ad hoc development is avoided.

The site's size and regional connectivity make it ideal for a high amenity, mixed use development performing a key role in accommodating anticipated population, retail

and commercial growth. There is also potential for the site to accommodate a premier sporting facility capable of hosting major national and international competition.

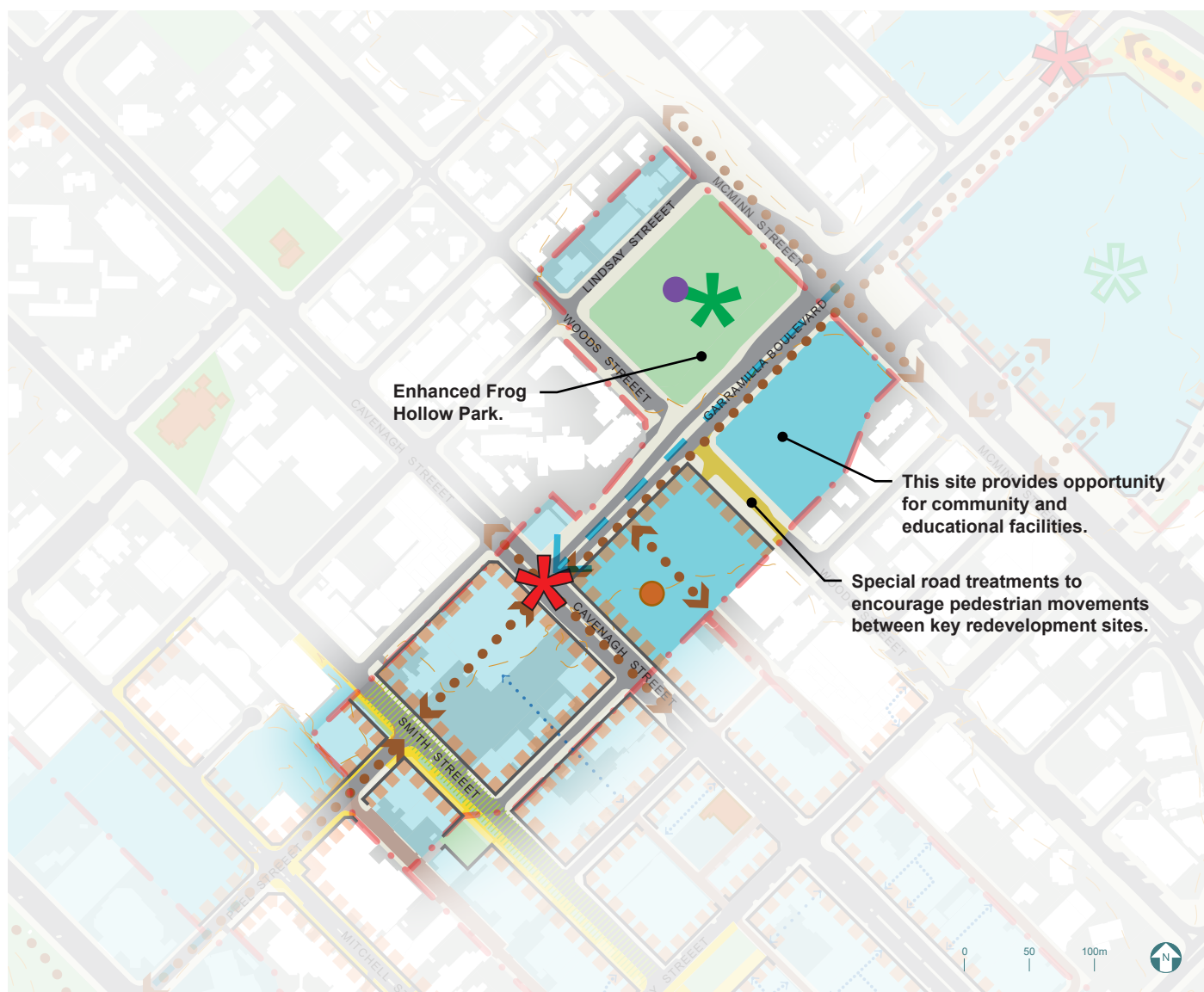
Objectives within this Area Plan build on this connectivity and inherent potential by encouraging:

- a coordinated development;
- an attractive and active, transport friendly environment; and
- local street networks that connect with the surrounding network and support active transport.

### 9. Enable the development of the Former Shell Site recognising the opportunity that its development may make to Darwin and the Territory

Objectives	Acceptable Responses
9.1 The coordinated development of the site as a mixed use locality.	i. A Local Area Plan is prepared to establish a framework for the coordinated development of the Focus Area. The Local Area Plan will be included within the Planning Scheme following public exhibition and referral to the Northern Territory Planning Commission for advice to the Minister.
9.2 Prepare a planning framework for the future development of the locality.	ii. The Local Area Plan addresses the following detail for the future development of the site: <ul style="list-style-type: none"><li>a) demonstrated consideration and response to the key attributes and constraints of the Focus Area including, where necessary, the natural environment, landform, topography, hydrology and soils;</li><li>b) a response to the objectives in this Focus Area and any other relevant objectives within the Themes section of this Area Plan;</li><li>c) any major land uses proposed for the locality, taking into account the following land use opportunities:<ul style="list-style-type: none"><li>• leisure and recreation;</li><li>• commercial;</li><li>• retail;</li><li>• open spaces;</li><li>• community uses; and / or</li><li>• residential.</li></ul></li></ul>

	<ul style="list-style-type: none"> <li>d) Where new roads are proposed, road, block, and laneway configurations are consistent with Objectives 6.1 and 6.2 within the Movement and Transport Theme resulting in a pedestrian friendly, permeable movement network that integrates with the existing street network and hierarchy;</li> <li>e) the indicative lot pattern;</li> <li>f) estimates of the number of future lots, and the estimated number of dwellings, population, employment, and retail floor space;</li> <li>g) provide for an Infrastructure Strategy addressing objectives 7.2 and 7.3 within the Essential Infrastructure Theme;</li> <li>h) where necessary, the integration of the locality with the public transport system. This may include identification of bus stops and road reserve configurations which consider bus movements; and</li> <li>i) a connectivity plan addressing pedestrian movement within the development and to neighbouring localities.</li> </ul> <p>iii. An application for subdivision and / or development accords with the endorsed Local Area Plan.</p>
9.3 Establish pedestrian friendly connections from the Focus Area to the city centre, Frances Bay, and the former rail corridor.	<ul style="list-style-type: none"> <li>i. Design responses ensure that pedestrian connections from the Focus Area to surrounding areas and public transport are: <ul style="list-style-type: none"> <li>a) direct;</li> <li>b) safe;</li> <li>c) prioritised; and</li> <li>d) shaded by mature trees or shade structures where possible.</li> </ul> </li> <li>ii. Land identified on the Former Shell Site Focus Area Map for a potential pedestrian connection to Frances Bay is developed in a manner that preserves the opportunity for a sky bridge and landing.</li> </ul>
9.4 Establish a local street network that supports pedestrian and cyclist movement, and connects with the surrounding road network, cycle network, and other surrounding localities.	<ul style="list-style-type: none"> <li>i. Proposed road, block, and laneway configurations are consistent with Objectives 6.1 and 6.2 within the Movement and Transport Theme and: <ul style="list-style-type: none"> <li>a) result in a pedestrian friendly, permeable movement network;</li> <li>b) provide multiple visual and physical connections with the existing and future street network and bicycle and pedestrian networks; and</li> <li>c) are landscaped and shaded generally in accordance with the pedestrian/ cycleway network indicated on the Former Shell Site Focus Area Map.</li> </ul> </li> </ul>
9.5 Provide public space which recognises and contributes to the existing public space network.	<ul style="list-style-type: none"> <li>i. Public spaces contribute to the broader public space network which connects the city centre, Frances Bay, Darwin Waterfront, and the George Brown Darwin Botanic Gardens.</li> <li>ii. Provide public open space in locations consistent with the Focus Area Map.</li> </ul>
9.6 Maintain and enhance view corridors.	<ul style="list-style-type: none"> <li>i. Public spaces maintain view corridors as depicted on the Former Shell Site Focus Area Map.</li> <li>ii. Viewlines are identified and incorporated within public open space design.</li> </ul>



# A3

## Education and Civic Precinct

### LEGEND

- Focus Area Boundary
- Public Open Space
- Pedestrian Priority Area (Hardscape Open Space)
- Priority Pedestrian / Cycleway Network
- Mixed Use (Commercial, Civic, Residential and Retail)
- Key Street Vista / View Line
- Indicative Future Arcade / Link
- Active Frontages Required
- Open Space Destination
- Declared Heritage Place
- High Amenity Boulevard - Road Reserve Upgrade incl. Tree Planting and Pavement Enhancements
- Gateway Precinct: Development of Sites Surrounding Intersection to be of an Exemplary Architectural Standard (refer to page 20)



# A3

## Education and Civic Precinct

Additional community, education, commercial, and retail activities are required to cater for future growth in Central Darwin and the broader region. For this growth and development to occur it is essential that sufficient land is identified. The Education and Civic Precinct Focus Area recognises the potential of the Post Office car park and former Darwin Primary School for meeting the civic and community development needs of Central Darwin.

There is significant opportunity for intensification of community facilities in the Education and Civic Precinct locality. Large undeveloped or underdeveloped sites along Garramilla Boulevard present opportunities to integrate community facilities into a mixed use urban village that complements the city centre. Education uses may include university facilities

and associated student accommodation, as well as a school. Related commercial and retail uses may also complement the activity in this locality.

Garramilla Boulevard and McMinn Street will have a strong influence on activity and movement within the village. Garramilla Boulevard has been planned to provide cyclist and pedestrian amenity through both shade and nominated movement corridors. The objectives and acceptable responses below contain provisions to guide the similar development of McMinn Street as a shady boulevard offering priority to public and active transport users. Opportunities to extend green spaces and increase tree planting have also been identified in the Education and Civic Precinct concept, objectives, and acceptable responses.














Education and Civic Precinct concept image

## 10. Create an integrated urban village with a high intensity environment, with focus on education which is complementary to the City Centre - Core

Objectives	Acceptable Responses
10.1 Establish an active neighbourhood that provides a mix of high density residential and high intensity community, education, retail, and commercial uses.	<ul style="list-style-type: none"> <li>i. Uses may include: <ul style="list-style-type: none"> <li>a) education and research facilities;</li> <li>b) residential development such as units, student accommodation, and short term accommodation;</li> <li>c) commercial and retail including restaurants, shops, &amp; offices;</li> <li>d) a civic hub with community facilities such as child care, medical centres, and multi-use public space; and</li> <li>e) car parking and public transport facilities.</li> </ul> </li> </ul>
10.2 Promote physical and visual connectivity of development across the village and with neighbouring localities.	<ul style="list-style-type: none"> <li>i. A grid of local streets interconnecting with adjacent roads.</li> <li>ii. Built form supports integration with the City Centre - Core by: <ul style="list-style-type: none"> <li>a) referencing surrounding architecture;</li> <li>b) enabling seamless movement between localities; and</li> <li>c) providing continuous active frontage to Garramilla Boulevard and Cavenagh Street.</li> </ul> </li> </ul>
10.3 Use road reserves to improve connectivity and amenity.	<ul style="list-style-type: none"> <li>i. McMinn Street road reserve provides for: <ul style="list-style-type: none"> <li>a) public transport and active transport priority spaces;</li> <li>b) a tree-lined boulevard with landscaping on the edges and median of the road; and</li> <li>c) improved connections between adjacent development sites.</li> </ul> </li> </ul>
10.4 Enhance public amenity between Frog Hollow and the adjacent site Lot 5238 (64 Wood St), Town of Darwin.	<ul style="list-style-type: none"> <li>ii. Woods Street road reserve, adjacent to Frog Hollow park, is investigated for the opportunity to expand the park and provide car parking for users of the park.</li> </ul>
10.5 Enhance public amenity between Lots 5803, 5672, 5001 (54, 56 and 57 Woods Street), Town of Darwin.	<ul style="list-style-type: none"> <li>iii. Surplus land within the Woods Street road reserve between Lots 5803, 5672, 5001 (54, 56 and 57 Woods Street) provides enhanced pedestrian connection between the Post Office car park site and the former primary school site to allow for the creation of a campus style development that prioritises pedestrian movement.</li> </ul>



#### LEGEND

-  Focus Area Boundary
-  Public Open Space
-  Priority Pedestrian / Cycleway Network
-  Mixed Use (Commercial, Civic, Residential and Retail)
-  Key Street Vista / View Line
-  Open Space Destination Existing / Proposed
-  Organised Recreation
-  Declared Heritage Places
-  Places of Cultural and Social Interest
-  Special / Heritage Building and Landscape Curtilage
-  Potential Area for Change

# A4

## Esplanade Character Area



# A4

## Esplanade Character Area

The Esplanade Character Area is a special place for Darwin characterised by high amenity and clifftop views of the Harbour. The Esplanade presents a 'postcard' setting for Darwin, reinforcing the city's identity as a harbour city and Australia's northern capital. The Esplanade Character Area includes Bicentennial Park which is the premier open space for the Darwin City Centre. Bicentennial Park is a multi-use space which accommodates events and has good connections to the Darwin Waterfront, city centre and Larrakeyah.

The public open space, the varied skyline, and the mixed use nature of the focus area, support an eclectic mix of human scaled urban spaces, historic buildings and a dining and entertainment economy. The Esplanade Character Area will continue to provide tourist accommodation, entertainment, event and cultural land uses.

The development of high quality buildings and landscape enhancements will further improve this desirable destination. This may be achieved through podiums on new buildings having reduced width, having a height which is less imposing and the provision of landscaping to improve ties between built form and the Esplanade parklands.

This Area Plan recognises the mixed feedback in response to relaxing building heights and balances this against a strong desire to deliver high quality built form. This includes recognition for providing public amenity and enhanced street interfaces.



## 11. Development reinforces the established role of the Esplanade Character Area in providing accommodation, cultural, entertainment, and recreation activities for tourists and residents

Objectives	Acceptable Responses
11.1 Encourage development that contributes to a high amenity urban environment.	<ul style="list-style-type: none"> <li>i. Development within the 'Esplanade Character Area' which proposes to exceed the height controls identified within the NT Planning Scheme is to demonstrate exemplary response to building bulk, scale and street interface by: <ul style="list-style-type: none"> <li>a) constructing podiums to a reduced height of 15m, or 4 storeys (i.e. lower than the maximum permitted height of 25m);</li> <li>b) providing tower elements which promote the visual separation between buildings i.e. slender tower forms;</li> <li>c) providing activated facades and/or habitable rooms to podiums which front a street(s);</li> <li>d) not providing ground floor car parking or a car parking area that is visible from the street;</li> <li>e) not providing impermeable fencing within the front setback; and</li> <li>f) providing deep soil planting zone(s) and generous landscaping within a setback area(s).</li> </ul> </li> <li>ii. Provide height to corner buildings and integrate vertical elements such as additional storeys, raised parapets, and roof sections.</li> <li>iii. Recreational facilities and other enhancements are incorporated within open space design i.e. exercise stations and street furniture.</li> <li>iv. Signage is integrated into the design of buildings.</li> </ul>
11.2 Provide a mix of tourism, residential, event and entertainment uses which contribute to a tourist commercial setting.	<ul style="list-style-type: none"> <li>i. Development proposals retain a residential and/or tourist accommodation focus of development along the Esplanade. Land uses include, but are not limited to: <ul style="list-style-type: none"> <li>a) tourist accommodation (hotel/serviced apartments);</li> <li>b) a range of residential units;</li> <li>c) outdoor recreation (swimming pools);</li> <li>d) cafes, bars and restaurants; and</li> <li>e) ground floor specialty retail and commercial.</li> </ul> </li> <li>ii. Encourage land uses and developments that attract high numbers of people, and have the potential to activate the focus area by day and night.</li> </ul>
11.3 Maximise opportunities for physical and aesthetic integration of development across the locality and with neighbouring localities.	<ul style="list-style-type: none"> <li>i. Pedestrian connectivity is maintained and includes high amenity public access from the focus area to Larrakeyah, the Waterfront, and the city centre.</li> <li>ii. Strong landscape treatments provide shade and are largely comprised of native coastal vegetation.</li> <li>iii. Viewlines are identified and incorporated within open space design.</li> </ul>



# B

## Darwin Waterfront

### LEGEND

- Focus Area Boundary
- Public Open Space
- Pedestrian Priority Area (Hardscape Open Space)
- Priority Pedestrian / Cycleway Network
- Mixed Use (Commercial, Civic, Residential and Retail)
- Key Street Vista / View Line
- Max. Overall Building Height to AHD (metres)
- Open Space Destination Existing / Proposed
- Organised Recreation
- Future Ferry Terminal
- Cruise Ship Terminal
- Declared Heritage Places
- Place of Cultural and Social Interest
- Special / Heritage Building and Landscape Curtilage
- Potential New Street Connection



# B

## Darwin Waterfront

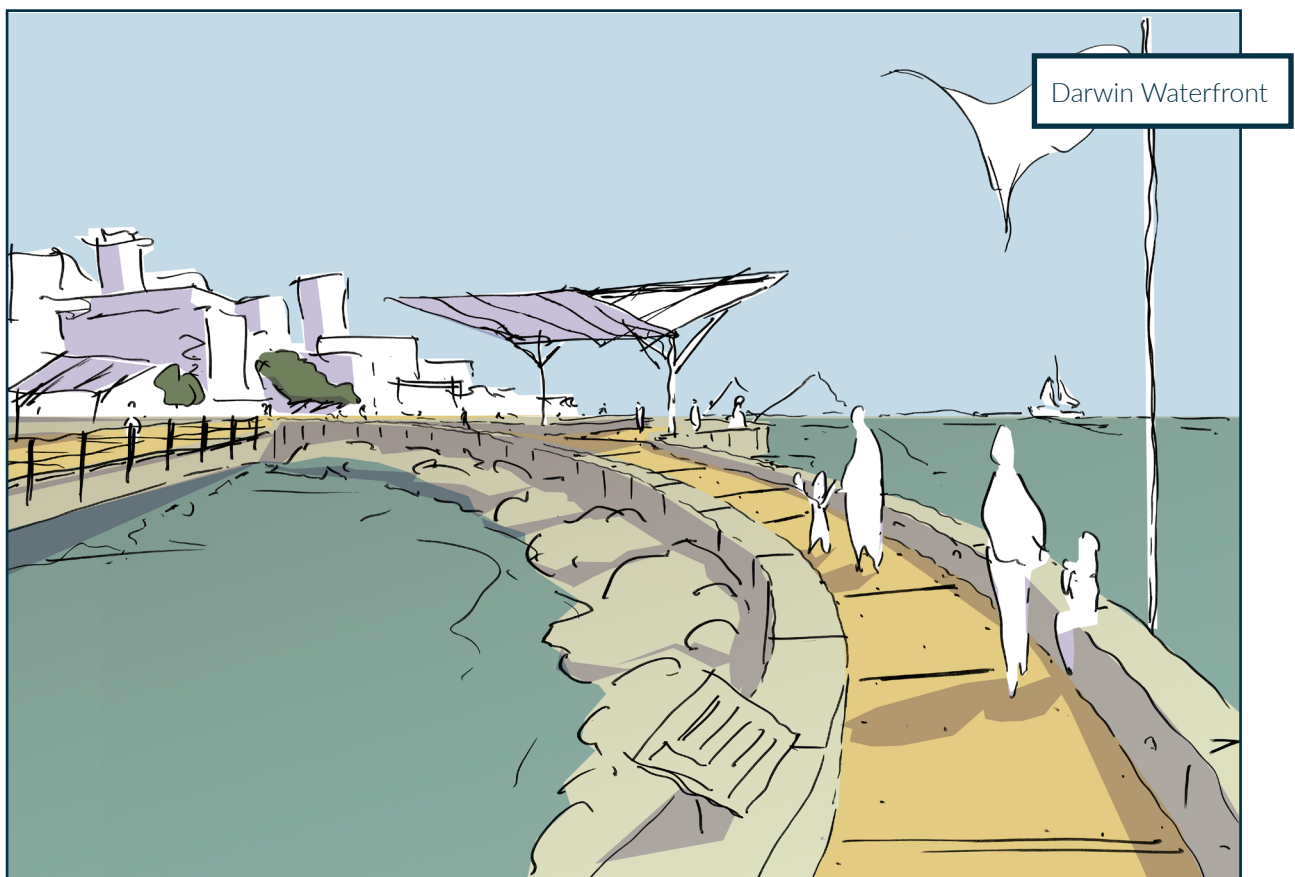
The Darwin Waterfront is a well-established recreation and mixed use activity centre providing a major dining and entertainment attraction with high amenity foreshore access. It is a quality tourist destination that attracts domestic and international visitors to Northern Australia.

The objectives and acceptable responses below represent an updating and integration of the Darwin Waterfront Area Plan and Planning Principles into the Central Darwin Area Plan.

To the northeast and southwest of the established Darwin Waterfront area there are significant parcels of undeveloped land including:

- the Stokes Hill Commonwealth defence property;
- coastal land between Stokes Hill Road and Frances Bay currently earmarked for an iconic waterpark facility; and
- land earmarked for development of a luxury hotel.

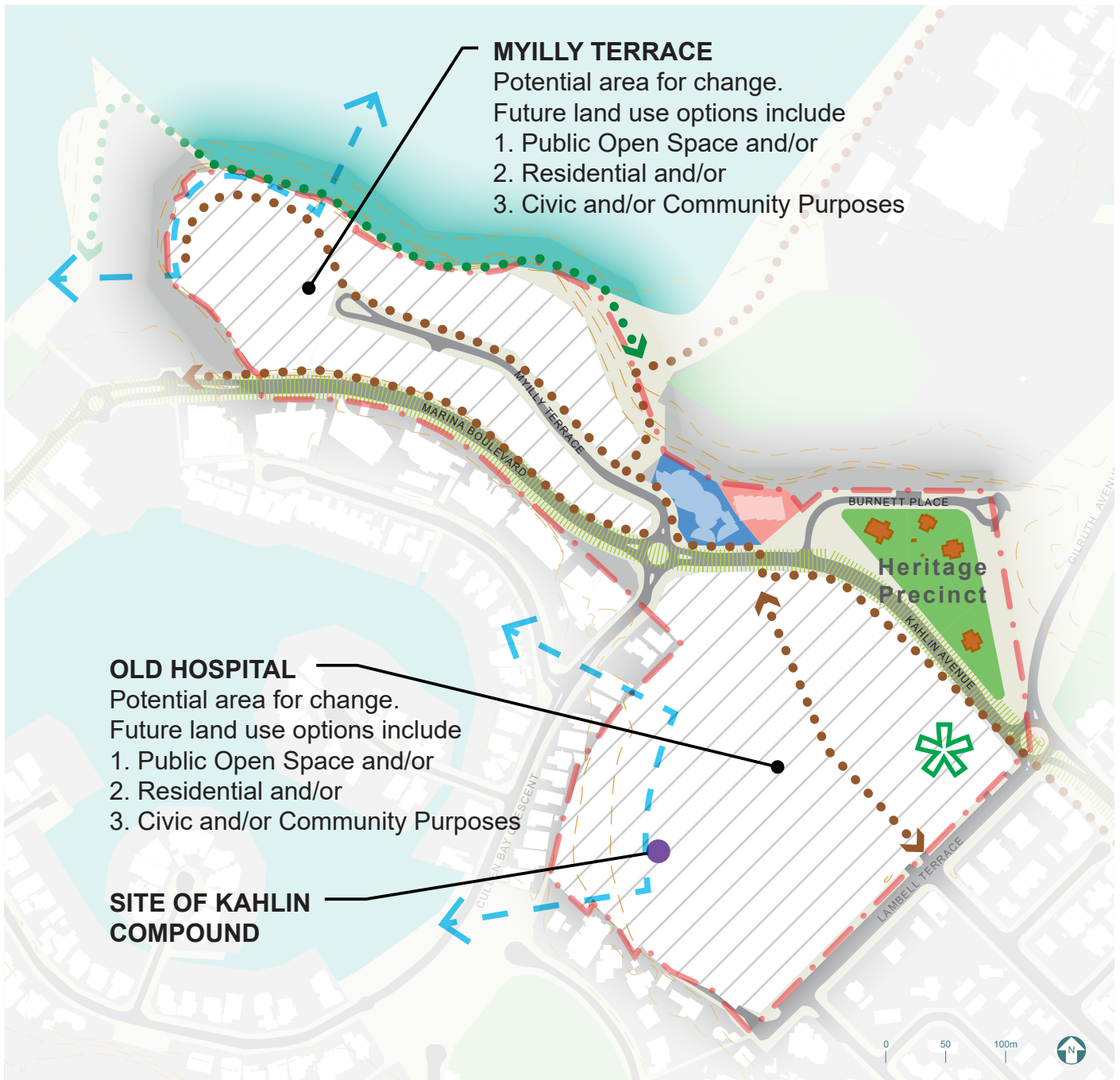
The appropriate development and integration of these sites with surrounding land uses could be significant for accommodating the anticipated residential and tourism demand into the far term. Pedestrian links to the city centre, Frances Bay, and the Esplanade are also an important consideration as development continues and tourism expands.



## 12. Continued use and development reinforces the established character of the Darwin Waterfront, reflects its maritime and historical connections, and enhances connectivity with surrounding localities

Objectives	Acceptable Responses
12.1 Promote tourism, recreation, residential, retail, and commercial development.	<ul style="list-style-type: none"> <li>i. Uses could include: <ul style="list-style-type: none"> <li>a) cultural and leisure facilities (interpretive centres, galleries, and the like);</li> <li>b) recreational facilities (parks, safe swimming areas, commercial water based recreation, and the like);</li> <li>c) tourist accommodation (hotel/serviced apartments);</li> <li>d) a range of residential units;</li> <li>e) cafes, bars, and restaurants;</li> <li>f) ground and first floor specialty retail and offices;</li> <li>g) car parking including multi-level (above ground); and</li> <li>i) a future ferry terminal that supports potential tourism opportunities and meets the needs of the growing population.</li> </ul> </li> </ul>
12.2 Recognise the existing and ongoing requirements of the maritime industry, other users of the wharves, and supporting facilities and land uses.	<ul style="list-style-type: none"> <li>i. Development is consistent with the operational requirements of the maritime industry and supporting land uses.</li> <li>ii. Lighting installations do not impact on shipping navigation aids.</li> <li>iii. Marine structures are positioned to ensure no adverse impacts on the operation of the port having regard to tidal studies and foreshore impacts.</li> </ul>
12.3 Development of land accommodates the requirements of the Department of Defence.	<ul style="list-style-type: none"> <li>i. Department of Defence requirements for a marshalling area adjacent Fort Hill Wharf and associated operational requirements are accommodated.</li> </ul>
12.4 Maximise opportunities for physical and aesthetic integration of development across the locality and with neighbouring localities, particularly the City Centre.	<ul style="list-style-type: none"> <li>i. Pedestrian connectivity is provided and maintained within the focus area, to the city centre, and includes high amenity public access along the foreshore from Bicentennial Park to Frances Bay.</li> <li>ii. A legible street structure connects with the street network established within the focus area.</li> <li>iii. Development is of a scale that relates to the surroundings and reflects the established character.</li> <li>iv. Development is generally sited below the level of the vegetated escarpment.</li> <li>v. Strong landscape treatments provide shade and are largely comprised of native coastal vegetation.</li> </ul>
12.5 Reflect the historical connections of the locality in the design of development.	<ul style="list-style-type: none"> <li>i. The site of Goyder's Camp is retained as a public open space area.</li> <li>ii. Key views from Government House to the water and wharves are preserved as indicated on the Focus Area Map.</li> </ul>

12.6 Prospective development considers and responds to storm surge levels.	i. Consider storm surge levels by: <ul style="list-style-type: none"> <li>a) including a marina and sea wall, with a minimum top level of 5.5m AHD; and</li> <li>b) siting the lowest floors (commercial and residential) within the development at a minimum of 6.5m AHD</li> </ul>
12.7 Providing appropriate coastal protection particularly to residential and commercial properties.	



LEGEND

	Focus Area Boundary		Potential Area for Change
	Priority Pedestrian / Cycleway Network		Special / Heritage Building and Landscape Curtilage
	Key Street Vista / View Line		Places of Cultural and Social Significance
	Tourist Commercial		Proposed Open Space Destination
	Multiple Dwelling		Potential Pedestrian Connection / Boardwalk
			High Amenity Boulevard - Road Reserve Upgrade incl. Tree Planting and Pavement Enhancements

C

# Site of Kahlin Compound/ Old Hospital Site/ Myilly Terrace



# C

## Site of Kahlin Compound/ Old Hospital Site/ Myilly Terrace

The Kahlin Compound, Old Hospital Site and land along Myilly Terrace comprise an historically and culturally important locality. The Kahlin Compound was the place where in 1912 the Larrakia community were forcibly relocated from

Lamaroo Beach. Aboriginal residents of Darwin were forced to live here until 1938. During the second World War (1941) a military hospital was built on the site. This continued to operate as Darwin's general hospital until the early 1980's.

Property along Myilly Terrace was historically used to provide housing for public servants, examples of which remain in the adjacent Myilly Heritage Precinct. While much of the land along Myilly Terrace is in Zone PS (Public Open Space), it has not been developed for this purpose to date.

These localities are connected with the city centre and Darwin Waterfront via Smith Street, which will become a high amenity green link stitching together Central Darwin. This green link is envisaged to include a shared movement corridor incorporating active transport.

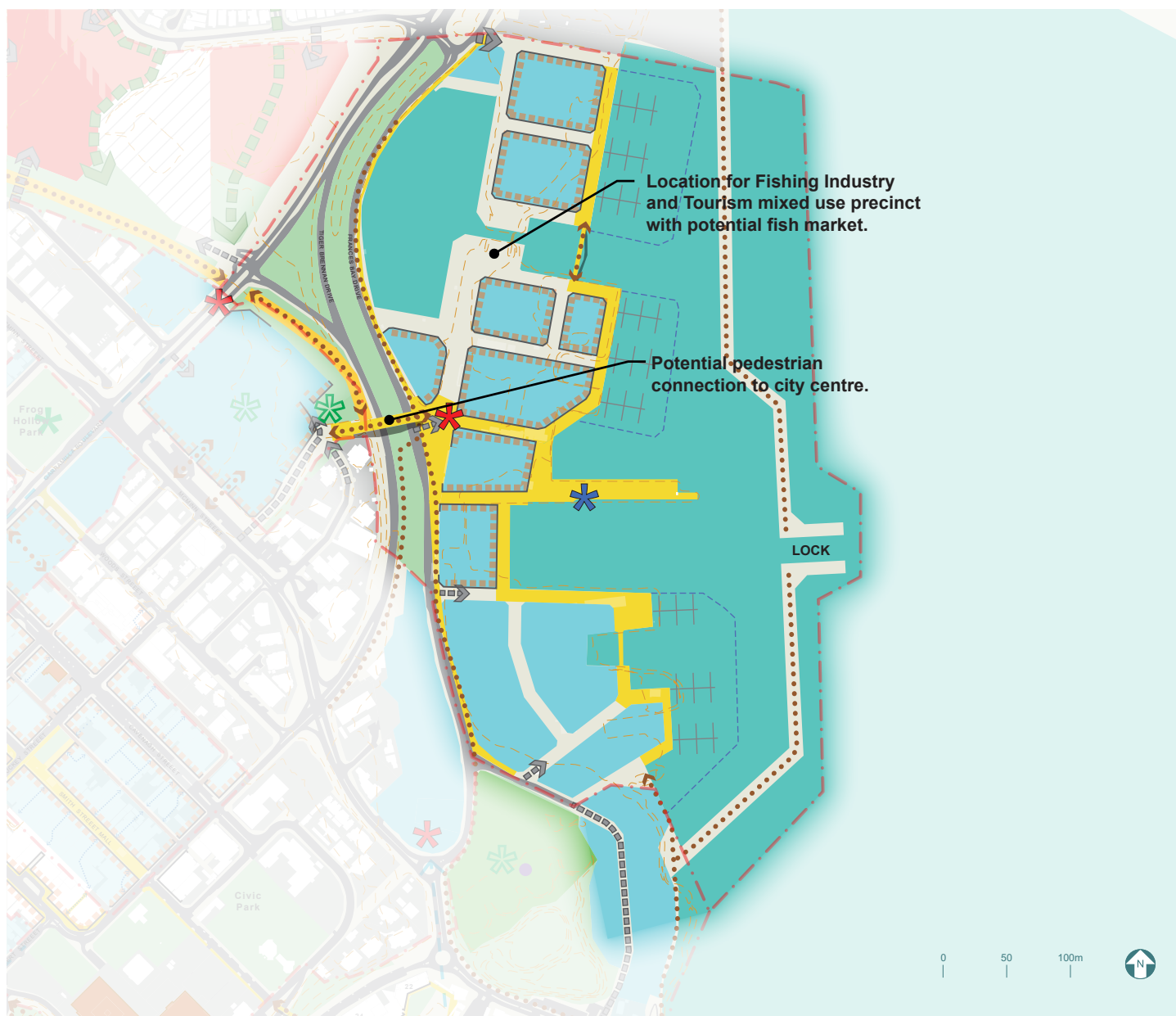
A development framework is needed to ensure that future uses are appropriate, sensitive, and include significant associations, meanings, and activities of the area. This must be done while also making effective use of such a large landholding in Central Darwin. To this end, the Area Plan identifies the locality as a potential area for change and requires the preparation of a Local Area Plan addressing historical associations and connectivity.

The remainder of Larrakeyah and Cullen Bay are anticipated to develop in accordance with the current zoning and it has not been considered necessary to include them in a Focus Area. Such development will support the viability of the Smith Street local activity centre and the Cullen Bay specialist centre.

### 13. Encourage revitalisation in line with cultural and social historical connections

Objectives	Acceptable Responses
13.1 Coordinate development of the sites to comprise a range of land uses that reflect the cultural and social interest in the location.	<ul style="list-style-type: none"> <li>i. A Local Area Plan is prepared to establish a framework for the coordinated development of the Focus Area. The Local Area Plan will be included within the Northern Territory Planning Scheme following public exhibition and referral to the Northern Territory Planning Commission for advice to the minister.</li> <li>ii. The Local Area Plan addresses the following detail for the future development of the site:               <ul style="list-style-type: none"> <li>a) demonstrated consideration and response to the key attributes and constraints of the Focus Area including, where necessary the natural environment, landform, topography, hydrology, and soils;</li> <li>b) how individual developments will relate to existing and anticipated development;</li> <li>c) a response to the objectives in this Focus Area and any other relevant objectives within the Themes section of this Area Plan;</li> <li>d) any major land uses proposed for the locality in accordance with the Focus Area Map;</li> </ul> </li> </ul>
13.2 Prepare a planning framework for the future development of the locality.	

	<ul style="list-style-type: none"> <li>e) where new roads are proposed, road, block, and laneway configurations are consistent with Objectives 6.1 and 6.2 within the Movement and Transport Theme result in a pedestrian friendly, permeable movement network that integrates with the existing street network and hierarchy, and bicycle and pedestrian networks;</li> <li>f) the indicative lot pattern;</li> <li>g) estimates of the number of future lots, and the estimated number of dwellings, population, employment and retail floor space;</li> <li>h) provide for an Infrastructure Strategy addressing objectives 7.2 and 7.3 within the Essential Infrastructure Theme;</li> <li>i) where necessary, the integration of the locality with the public transport system. This may include identification of bus stops and road reserve configurations which consider bus movements; and</li> <li>j) creation of a Heritage Walk between the Myilly Point Heritage Precinct and a developed Old Hospital site which improves connectivity, demonstrates interpretation of the significance of the site of the Kahlin Compound, and includes interpretative signage.</li> </ul> <p>iii. An application for subdivision and / or development accords with the endorsed Local Area Plan.</p>
13.3 Incorporate attractive open space with a focus on culture heritage and recreation.	<ul style="list-style-type: none"> <li>i. Historical connections, such as the Kahlin Compound and the old Darwin Hospital, are appropriately recognised and interpreted through commemorative design responses i.e. artwork, plaques, landscape architecture, etc.</li> <li>ii. Development provides facilities for informal public gathering, rest, and recreation.</li> <li>iii. Recreational facilities, such as an adventure playground and / or exercise stations, are incorporated into open space design.</li> </ul>
13.4 Promote pedestrian and cyclist connectivity across the locality.	<ul style="list-style-type: none"> <li>i. Access and movement patterns are maintained and enhanced.</li> <li>ii. Landscaped and shaded links connect the Old Hospital Site with the foreshore, new public spaces or plazas, Flagstaff Park, and Kahlin Beach generally in accordance with the connections indicated on the Focus Area Map.</li> <li>iii. Pedestrian links that traverse Myilly Terrace and link to Little Mindil Beach, Kahlin Avenue, and Marina Boulevard are prioritised, while also protecting the significance of Nurses Walk.</li> <li>iv. Opportunities are investigated for a boardwalk connecting Little Mindil Beach to Cullen Bay around Myilly Point.</li> </ul>



LEGEND

- |  |   |  |   |
|--|---|--|---|
|  | Focus Area Boundary                                   |  | Active Frontages Required   |
|  | Public Open Space                                     |  | Potential Ferry Stop  |
|  | Pedestrian Priority Area (Hardscape Open Space)       |  | Proposed Open Space Destination   |
|  | Priority Pedestrian / Cycleway Network                |  | Extent of Prospective Land Reclamation and/or Mooring Area  |
|  | Mixed Use (Commercial, Civic, Residential and Retail) |  | Gateway Precinct: Development of Sites Surrounding Intersection to be of an Exemplary Architectural Standard (refer to page 20) |
|  | Potential New Street Connection                       |  |   |

D

## Frances Bay



# D

## Frances Bay

Land adjacent to Frances Bay was the site of the terminus for the North Australia Railway, which operated until the late 1970s. Since this time, a range of maritime activities have operated in Frances Bay. Many of these maritime activities are relocating to East Arm.

The current Frances Bay Planning Principles and Area Plan, and Specific Use Zone in the Planning Scheme, set the scene for this change and have been updated and incorporated into this Area Plan. These provisions, and several concepts in the

Darwin City Centre Master Plan, recognise the area's significant location and identify opportunities for redevelopment to create a mixed-use precinct.

The Frances Bay Focus Area Map and provisions focus future activity around a mixed-use waterfront precinct. This precinct will maintain its historic role as the home of the fishing industry and evolve into a thriving environment that attracts visitors.

The provisions for Frances Bay promote a coordinated development comprising a combination of tourism, entertainment, retail, commercial, residential, and seafood industry uses.

To support integration of the locality with the city centre, Darwin Waterfront, Stuart Park, and the Former Tank Farm, a number of anticipated pedestrian links have been indicated in the Focus Area Map. These links

also ensure public access to the waterfront is maintained via a promenade running from Frances Bay, through the Waterfront and up to Bicentennial Park.

A green corridor along Frances Bay Drive is encouraged to provide an entry statement for the city centre and to screen the locality from Tiger Brennan Drive. Provision has also been made for a potential ferry stop that would connect Frances Bay to other coastal sites i.e. Cullen Bay.

Landowners are encouraged to liaise with other landowners within the Frances Bay Focus Area, including the NT Government, prior to the preparation of detailed designs. The purpose of this liaison is to identify opportunities to co-ordinate development and infrastructure provision to minimise costs and facilitate development consistent with the potential of the area.

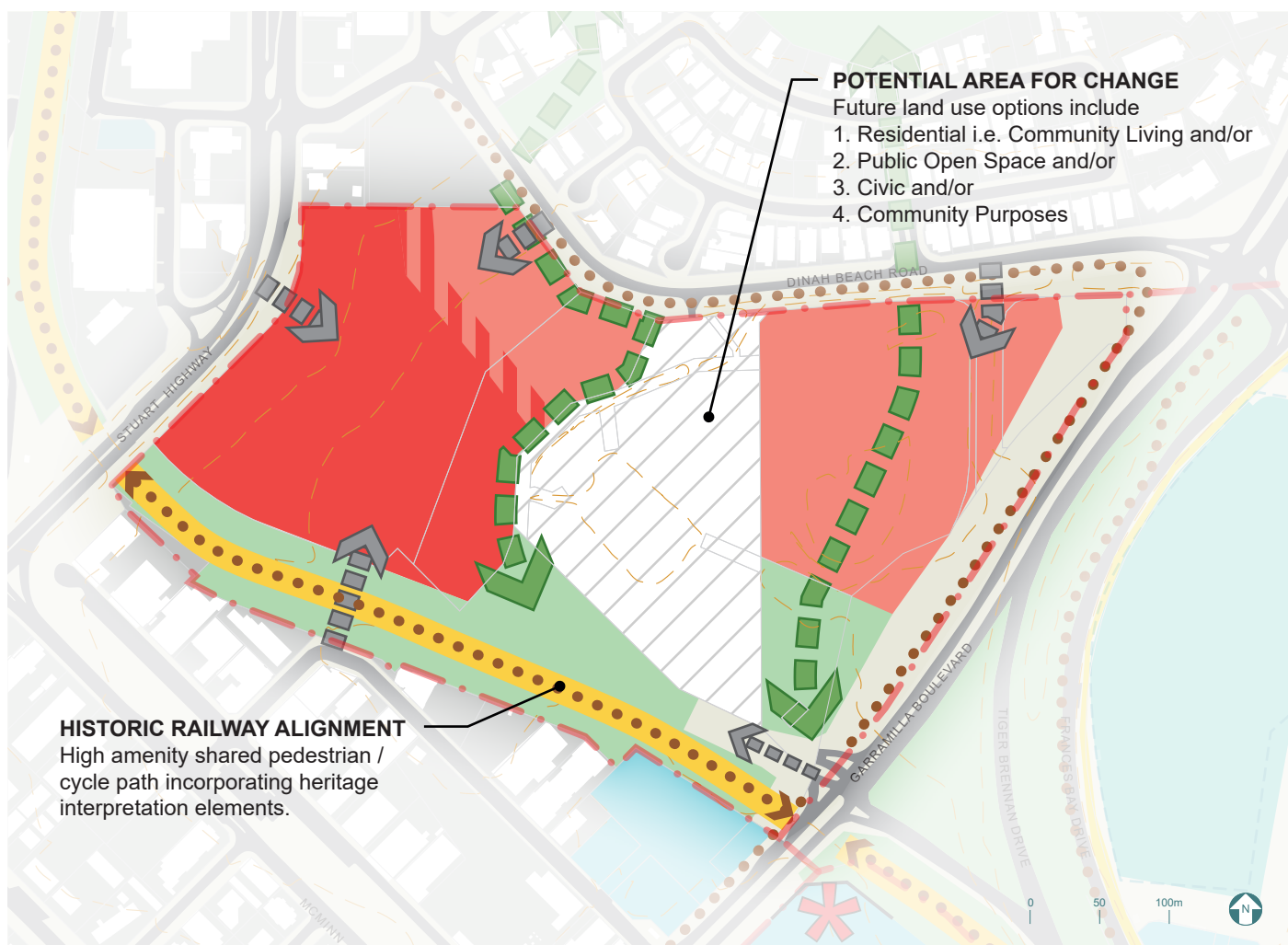
Frances Bay in the far term



## 14. Transition to a mixed use precinct that maintains the historic role of the locality as the home of the fishing industry while provide connections to the city centre and the Darwin Waterfront

Objectives	Acceptable Responses
14.1 Maximise opportunities for coordinated development across the locality.	<ul style="list-style-type: none"> <li>i. Investigation of options for development of a sea wall and lock that provides: <ul style="list-style-type: none"> <li>a) all tide access to a marina for the mooring of leisure and fishing industry vessels; and</li> <li>b) pedestrian access in the form of an interconnected waterside pedestrian loop.</li> </ul> </li> <li>ii. Filling or the creation of marinas protects water accessibility to neighbouring sites as shown in the Focus Area Map and does not limit the ability of another site to develop.</li> </ul>
14.2 Encourage development that contributes to the amenity of the public realm and reflects the character of the area.	<ul style="list-style-type: none"> <li>i. The design of this mixed use area should: <ul style="list-style-type: none"> <li>a) reinforce Darwin's character as a harbour city;</li> <li>b) maintain vistas through the site from Frances Bay Drive to the harbour;</li> <li>c) retain the interest and activity of the fishing industry;</li> <li>d) acknowledge and interpret historical connections to the North Australia Railway and the fishing industry; and</li> <li>e) not detract from the activity and role of the city centre and Darwin Waterfront localities.</li> </ul> </li> <li>ii. A 'Green Link' is established along the road reserve between Frances Bay Drive and Tiger Brennan Drive that: <ul style="list-style-type: none"> <li>a) serves as an entry statement to the city centre; and</li> <li>b) acts as a visual screen to support the amenity of the locality.</li> </ul> </li> </ul>
14.3 Enable an integrated local and regional road network.	<ul style="list-style-type: none"> <li>i. An internal road network provides legible connectivity within the locality and multiple connections with the established road network generally in accordance with links indicated in the Focus Area Map.</li> <li>ii. Mavie Street connects to Stokes Hill Drive.</li> </ul>
14.4 Ensure safe and convenient pedestrian access within Frances Bay and to surrounding localities.	<ul style="list-style-type: none"> <li>i. Public access is provided to the waters edge for the full extent of the locality.</li> <li>ii. Land identified on the Focus Area Map for a potential pedestrian connection to the city centre is developed in a manner that preserves the opportunity for a sky bridge and landing.</li> <li>iii. Pedestrian, cyclist and vehicle links are provided to: the city centre, Darwin Waterfront, Tipperary Waters, Stuart Park and along the former rail corridor.</li> </ul>

14.5 Recognise the existing and ongoing requirements of the fishing industry.	<ul style="list-style-type: none"> <li>i. Development does not impact on the operational and safety requirements of the fishing industry and associated facilities.</li> <li>ii. Development, including lighting installations, does not impact on shipping navigation aids.</li> </ul>
14.6 Respond appropriately to constraints of the land.	<ul style="list-style-type: none"> <li>i. Infrastructure is provided in a timely manner to support development and population growth.</li> <li>ii. Development demonstrates a response to stormwater management and rehabilitation of areas that allow mosquito breeding to the requirements of the relevant authorities.</li> </ul>
14.7 Respond to the potential for activity associated with a prospective ferry stop.	<ul style="list-style-type: none"> <li>i. Infrastructure and land requirements for a ferry stop is identified and provided for in a timely manner.</li> </ul>



# E

## Former Tank Farm

### LEGEND

- Focus Area Boundary
- Public Open Space
- Pedestrian Priority Area (Hardscape Open Space)
- Priority pedestrian / cycleway network
- Medium Density Residential (Transition to 4 storeys approx.)
- High Density Residential (Transition to 8 storeys approx.)
- Potential Area for Change
- Potential New Street Connection
- Key Pedestrian Connection



# E

## Former Tank Farm

The current zoning of Light and General Industry over much of the Former Tank Farm area reflects previous uses for fuel storage. This land has been underdeveloped for some time but close proximity to the city centre, Stuart Park, Botanic Gardens and golf course signifies high development potential. There is now an opportunity to develop this land for residential

uses incorporating the cultural and environmental values of the area. The size and location of the former Tank Farm area presents a large-scale opportunity for growth that transitions, and provides connectivity, between the city centre and Stuart Park.

The area is well connected regionally, being framed by two higher order roads and Garramilla Boulevard. However, the locality is currently constrained by limited local access with sites in the area only available from Dinah Beach Road. Equally important for the development of the area will be good internal access including pedestrian and cyclist connections, and open space.

A new public open space area along the former railway corridor will provide a significant connection to the regional open space, pedestrian and cycle networks.

Development in this area will need to respond to site constraints including contamination from former petrol storage uses and mosquito breeding areas.

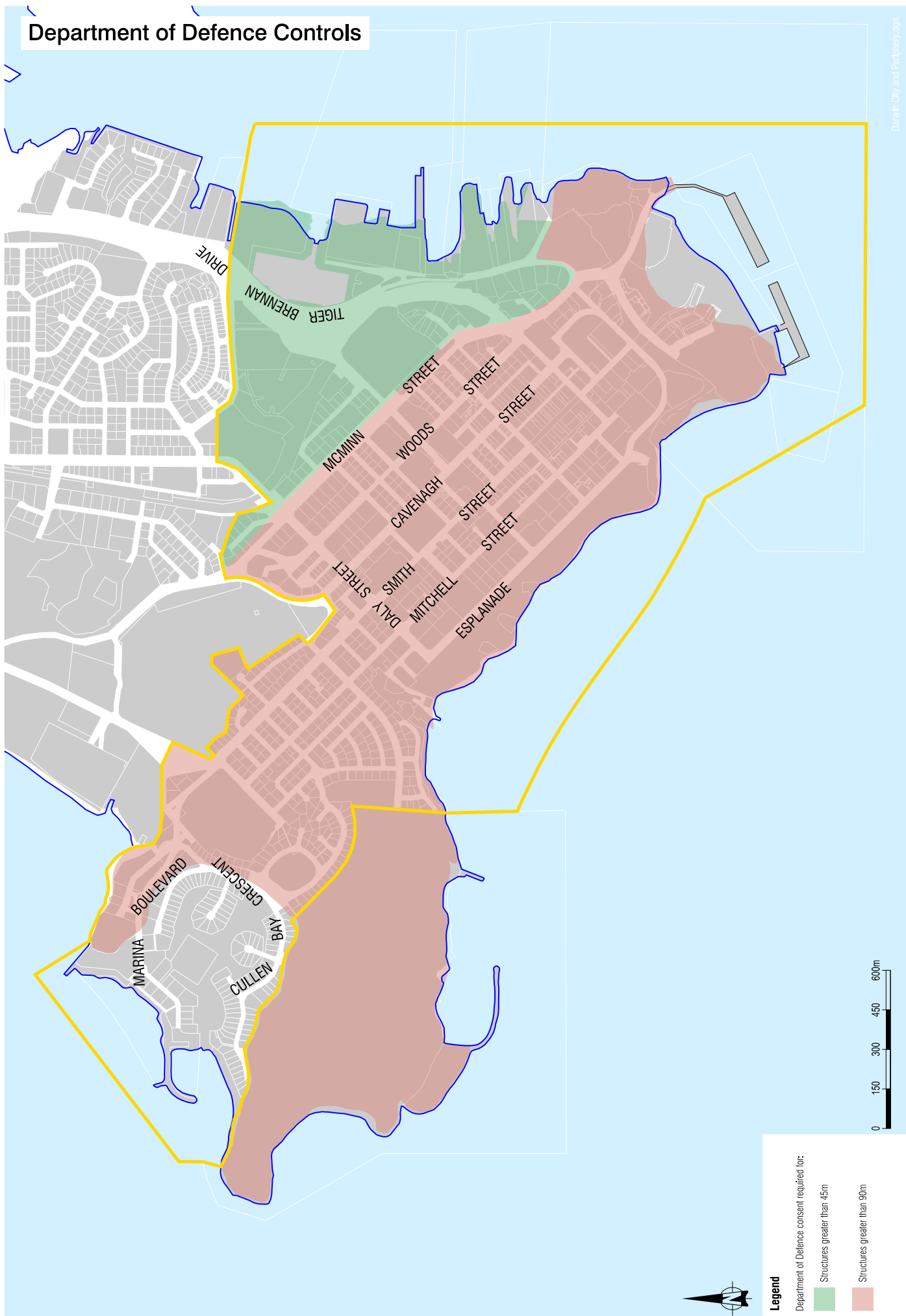
Landowners are encouraged to collaborate with other landowners within the Former Tank Farm Focus Area, including the NT Government, to co-ordinate development and infrastructure provision prior to the preparation of detailed design. This approach aims to minimise costs and facilitate development consistent with the potential of the area.



**15. Allow for the redevelopment within the Former Tank Farm Focus Area for residential and open space while recognising the social, cultural, and historical value of parts of the locality**

Objectives	Acceptable Responses
15.1 Encourage redevelopment of land for residential uses.	<ul style="list-style-type: none"> <li>i. Development and rezoning provides a transition in density from the Focus Area Map to surrounding areas.</li> <li>ii. Development of surrounding sites provides an appropriate interface to the One Mile Dam area to minimise impacts on the amenity of the residents.</li> </ul>
15.2 Commercial land uses cater for the daily, lower order needs of the local community.	<ul style="list-style-type: none"> <li>i. The net floor area of a commercial land use does not exceed 200sqm per development.</li> <li>ii. Leisure and recreation, sports and community facilities (including places of worship, libraries, meeting halls and the like) that demonstrate compatibility with the residential character of the area.</li> </ul>
15.3 Facilitate the extension and enhancement of a regionally significant open space network.	<ul style="list-style-type: none"> <li>i. Provide a shared movement corridor with open space along the former rail corridor to facilitate pedestrian and cycle access between The Gardens, the city centre and Frances Bay.</li> <li>ii. The remnant rainforest is connected with other natural systems through considered provision of open space and pedestrian links.</li> <li>iii. The design of open space corridors acknowledges and interprets the history of the area. This may be achieved through plaques, artwork, landscape architecture or similar.</li> </ul>
15.4 Facilitate the provision of an integrated local road network.	<ul style="list-style-type: none"> <li>i. Development proposals are to address the potential need for the realignment of Stuart Highway to Day Street.</li> <li>ii. Limited road access is provided to Tiger Brennan Drive, Stuart Highway and Dinah Beach Road.</li> <li>iii. A local road is developed along the southern side of this focus area that services all current lots; development on any site ensures access to this road from neighbouring sites.</li> </ul>
15.5 Respond appropriately to constraints of the land.	<ul style="list-style-type: none"> <li>i. Development demonstrates a response to stormwater management and the rehabilitation of areas that allow mosquito breeding to the requirements of the relevant authorities.</li> </ul>

# APPENDIX 1 - DEFENCE (AVIATION AREAS) REGULATIONS MAP



NOTES

[illegible]



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